

The Hongkong Telegraph

WEATHER FORECAST
FAIR
Barometer 30.10

(ESTABLISHED 1881.)

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February 13, 1915. Temperature 6 a.m. 53. 3 p.m. 88. Humidity 88.

February 13, 1915. Temperature 6 a.m. 57. 3 p.m. 61. Humidity 68. 54.

2830 日廿月二十年寅甲

SATURDAY, FEBRUARY 13, 1915.

大正四年二月十三日 星期六
SINGLE COPY 10 CENTS
\$36 PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS.

GERMANS COMPLETELY FAIL IN POLAND.

FORTY THOUSAND MEN KILLED.

America's Note to Germany.

UNRESTRICTED PASSAGE OF VESSELS DEMANDED.

[Reuter's Service to The "Telegraph."]

Sir John Jellicoe Honoured.

Feb. 12, 9.5 p.m.
The *Gazette* announces that the Grand Cross of the Order of the Bath has been conferred on Admiral Sir John Jellicoe for meritorious services.

Russian Stock Issue.

Feb. 12, 8 p.m.
There has been an issue to-night of ten million Russian Treasury Yearly Stock, quoted at 95 per cent.

German Stock Declines.

Dealings, the first since the re-opening of the Stock Exchange, in German Imperial Three Per Cent. Stock are at 53.1-2 against 74 at the end of last July.

America's Demands.

Feb. 12, 4.50 a.m.
Reuter's Washington correspondent says the Note to Germany declares that American vessels must have unrestricted passage on the high seas and in unblocked waters, adding that the destruction of an American ship might lead to a change in the hitherto friendly German-American relations.

Artillery Engagements.

Feb. 12, 4.50 p.m.
A Paris communique says there have been, for the most part, artillery engagements. The enemy exploded a mine in the end of a trench at La Boisselle. We maintained our ground. We bombarded the railway stations at Thiancourt and Arnaville.

Huge German Losses.

Feb. 12, 6.35 p.m.
A semi-official communique issued in Paris states that the failure of the German attacks in Poland appears complete. The German losses are unprecedented. It is reported that they exceed 40,000 dead.

[The event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Shattered by Allies' Fire.

Feb. 12, 1.5 a.m.
A Paris evening communique states:—The enemy strongly bombarded Nieuport and the banks of the Yser, but only slightly damaged property. Our artillery replied effectively. In the Argonne region, at Bagatelle, after a violent fight with trench mortars all the morning, the Germans at one o'clock attacked the Maria Theresa work, advancing in columns of four on a front of five hundred yards. The attack was shattered by our artillery and infantry fire. The Germans left a great number of dead. In the Vosges, south of Chateau-Lusse and north of Sainte Marie Pass we seized a trench by a coup de main. There has been a violent artillery duel at several points of the front.

LATEST WAR TELEGRAM.

Labourite's Premature Question.

Feb. 11, 6 p.m.
In the House of Commons, Mr. F. W. Jowett (Lab.-M.P. for West Bradford) asked whether the Government was prepared to state on what terms Great Britain and the Allies would discuss peace, with a view to ending the terrible loss of life. Sir Edward Grey replied that recent public utterances in Germany gave no reason to suppose that the purpose Mr. Jowett had in view would be promoted by adopting the course suggested (loud cheers).

Sixty Per Cent. of Wounded Again Fit.

Mr. Asquith announced that about 60 per cent. of the wounded had recovered and become fit for service. Arrangements had been made by which Field Marshal French would shortly send a bulletin twice a week as to the doings of the British.

Enemy's Trade—More Stringent Measures.

Mr. Asquith informed Lord Charles Bessborough that the Government was considering more stringent measures to be taken against German trade in view of the flagrant violation by the enemy of the rules of war. He hoped shortly to announce the measures.

A Short Way With German Pirates.

Lord Charles Bessborough suggested that German raiders by sea and land, when captured, should be treated as pirates and publicly hanged for the murder of women and children. Mr. Asquith said that he was not prepared to make a general statement, and each case must be dealt with on its merits.

Welsh Guards—A New Regiment.

Feb. 11, 11.45 p.m.
His Majesty the King has sanctioned the formation of a battalion of Welsh Guards to be commanded by Lieut.-Colonel W. Murray-Threaplund, a captain in the Reserve of Officers, and late of the Grenadier Guards, who served in the Sudan Campaign of 1898 and in South Africa.

Big Losses on Both Sides.

Feb. 11, 5.55 p.m.
Along the whole front to Champagne, says a Paris communique, there have been artillery duels and aviation sorties. Wounded German attacks on the woods gained by us in Mesnil-lez-Hurlus. The struggle in Argonne, around the Marie Theresa work, has been most violent. The German forces were composed of a brigade, but we maintained all our positions. The enemy's losses were considerable and ours were also serious. Thick fog and heavy snow have been experienced in the Vosges. A German attack on La Fontenelle was made on an intensely dark night by two battalions. We yielded some ground, but regained it almost entirely by counter-attacks.

Feb. 12, 1 a.m.
A Petrograd communique states that the concentration of very great German forces in East Prussia has been definitely established. The Germans are developing an offensive, especially in the directions of Wisnikowiczki and Lyck. The presence of new formations from the centre of Germany having been discovered, our troops are retiring from the line of the Mazurian Lakes towards the frontier but are holding the enemy. There have been collisions on the right bank of the Vistula from Myschinez to Ostroleka, Serpetz and the Skwa river, and only a cannonade on the left bank of the Vistula.

Russians Take Another Thousand Prisoners.

We have repulsed attacks in the Carpathians west of Mesolaboroz and in the direction of Sablonow, east of the Ujok Pass, and also the German offensive against Kuzomoka heights. We captured the heights near Rabbe, east of Lapkow Pass, after a stubborn fight, taking a thousand prisoners.

America's Note to Great Britain.

The Note to Great Britain recites that the State Department has been advised of a declaration by the German Admiralty, that the British Government has explicitly authorised the use of neutral flags. It also mentions the Lusitania incident and the press reports of the statement by the Foreign Office defending the use of neutral flags, and declares that the American Government views with anxious solicitude any general use of the flag of the United States by British vessels traversing the waters mentioned in the German order.

United States Withdraw Ship Purchase Bill.

Feb. 12, 4.50 a.m.
Reuter's correspondent in Washington states that it has been decided to withdraw the Ship Purchase Bill which has been before the Senate, and to substitute therefor a private Bill limiting Government ownership to a period of two years after the restoration of peace and prohibiting the purchase of interned vessels.

The Wilhelmina.

Feb. 12, 4.50 a.m.
A message from Washington reports that the State Department has decided that the s.s. Wilhelmina must go to the Prize Court, in consequence of the German decree appropriating all foodstuffs. [The Wilhelmina is a vessel of 8,975 tons gross, built in 1909 at Newport News and belonging to the Matson Navigation Company of San Francisco.]

LATEST WAR TELEGRAMS.

Text of America's Note to Germany.

Feb. 12, 6.50 a.m.
A message from Washington states that the text of the Note to Great Britain and Germany have been published. The Note to Germany reminds her that the sole right of belligerents is limited to the visiting and searching of vessels, unless a blockade is effectively maintained, which the American Note understands is proposed. In this case, the Note continues, to declare or exercise the right to attack and destroy any vessel, without first certainly determining its belligerent nationality and the contraband character of its cargo, is an act so unprecedented in naval warfare that this Government is reluctant to believe that the Imperial Government of Germany, in this case, contemplates it as possible. The Note reminds Germany that the United States is now open to criticism for unsentimental acts if the commanders of German warships act on the presumption that the flag of the United States is not used in good faith. Should they destroy, on the high seas, American vessels and the lives of American citizens, it would be difficult for the Government of the United States to view the act in any other light than that of an indefensible violation of neutral rights, which is very hard indeed to reconcile with the friendly relations now happily existing between the two governments, and the United States would be constrained to hold the Imperial Government of Germany to strict accountability for such acts and to take any steps that might be necessary to safeguard American lives and property. The Note concludes by mentioning that representations have been made to Great Britain regarding the "unwarranted use of the American flag for the protection of British ships."

TELEGRAMS.

RUSSIAN POLITICS.

THE DUMA ADJOURNS.

[Reuter's Service to The "Telegraph."]
London. Received Feb. 12.
The Russian Duma has adjourned its sittings till December next.

CARRANZA AND SPAIN.

A CASE OF TIT FOR TAT.

London. Received Feb. 12.
General Carranza has ordered the Spanish Minister in Mexico to leave the country on the ground that he was refused as a Spanish subject.

GERMANS IN AMERICA.

The Passport Fraud Uncovered.

New York, Jan. 2nd.—An alleged conspiracy to furnish German army officers and reservists with American passports, fraudulently obtained, to enable them to return to Germany from this country without danger of molestation by French or English authorities, was brought to light to-day by the Department of Justice.

The disclosure came with the arrest, late this afternoon, of Carl Ruedo, a former agent for the North-German Lloyd Steamship Line, and with the removal from the outward-bound steamer Bergensfjord of a German army officer and three German reservists. All of them were charged with conspiracy to defraud the United States Government through the use of American passports.

The four soldiers were taken off the steamer, which was bound for Bergen, Norway, just as she was passing quarantine, and brought back to New York on a revenue cutter. All four bore photographic passports issued by the State Department to Americans, and alleged to have been furnished them by Ruedo. Other arrests are expected in the near future, one prominent German-American in this city.

Ruedo said to-night, according to agents of the Department of Justice, who questioned him, that whatever he had done had been done on his own initiative, and was inspired by patriotic motives. He was held in \$20,000 bail, which he was unable to furnish to-night. With him were arrested John Ancher, his alleged associate, who was also held in \$20,000 bail, and Ruedo's seventeen-year-old son. The German army officer, Lieut. Arthur Wilhelm Ziesche, was paroled on his honour "as an officer and a gentleman" not to leave New York City while the present proceedings are pending. The three reservists, who recently came here from Chile, were held in \$5,000 bail each.

The arrests were the culmination, it is said at the Department of Justice here to-night, of an investigation which has been in progress ever since the arrest in England of Carl Lody, who was subsequently executed in the Tower of London as a German spy. Lody had a passport issued to an American, and it became known to the Department of Justice that other American passports also were in the hands of German citizens. This discovery was of great concern to the State Department, as it was feared that Americans holding perfectly good passports would be open to suspicion and possible peril of their lives in the countries belligerent to Germany.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

A new U. S. Bill will prohibit the purchase of interned vessels. It has been decided to withdraw the Ship Purchase Bill from the U. S. Senate. The main points of the U. S. Note to Britain and Germany are given in telegrams. In Argonne the enemy's losses have been considerable, and those of the allies serious.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

His Majesty the King has sanctioned the formation of a Welsh Guards Battalion.

About 60 per cent. of the British wounded have recovered and become fit for service.

The Russian troops are retiring from the line of the Mazurian Lakes towards the frontier, but are holding the enemy.

Field-Marshal Sir John French will shortly send a bulletin twice a week of the doings of the British forces.

Lord Charles Bessborough suggests that German raiders by sea and land, when captured, should be treated as pirates and publicly hanged.

The U. S. State Department has decided that the Wilhelmina must go to the Prize Court in consequence of the German decree appropriating foodstuffs.

The British Government is considering more stringent measures to be taken against German trade in view of the flagrant violation by the enemy of the rules of war.

NEWS.

Further notes on the crime appear on page 4.

General news and some points from the British reply to the U. S. Note appear on page 3.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

A further instalment of the article on "Old Hongkong" is given on page 5.

Hongkong Twenty-five Years Ago appears under the heading "1890" on page 4.

The latest donations to the Prince of Wales' Fund are acknowledged to-day.

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
"The Grotesques," Theatre Royal—9.15 p.m.

TO-MORROW.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Monday, February 15.
Italian Grand Opera Co.—Theatre Royal.
Tuesday, February 16.
Shanghai Challenge Cup Competition, Fanning.
Friday, February 19.
"Diocesan School Old Boys' Association Smoking Concert"—8.30 p.m.
Saturday, February 20.
Hampreys Estate and Finance Co., Ltd.—Annual meeting—11.30 a.m.
Half-yearly Meeting of Shareholders, Hongkong and Shanghai Banking Corporation—City Hall—noon.
Friday, February 26.
The China Provident Loan and Mortgage Co., Ltd.—Meeting—11.30 a.m.
Saturday, February 27.
Concert in aid of Allied Forces' Tobacco Fund—Theatre Royal—9 p.m.
Thursday, March 5.
Hongkong Horticultural Society's Annual Show—Botanic Gardens.
Friday, March 6.
Hongkong Horticultural Society's Annual Show—Botanic Gardens.

NOTICES

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a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
curable malady.

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Hongkong, 16th August, 1910

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European officials and merchants
in this Colony for over ten years.
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ing Europeans to pass in the
Chinese examination, and is
possessed of a first rate certificate
as a Chinese teacher. He has
also a good knowledge of Man-
darin and Hakka.

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Chinese language are requested
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Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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Our own special Blend of India & China Teas, 85 cts. per lb.
Roasted & Ground daily, the Best Java Coffee, 75 cts. per lb.
Absolutely the best Cup of Tea, Coffee, Cocoa, Scones, Cakes,
&c. in Hongkong. Obtainable only at
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PRAYA GRANDE, MACAO.

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Residents and Tourists excellent accommodation. Large dining
room facing the sea. It has been entirely renovated throughout
and newly furnished, and is now up-to-date in every respect. Large
Baths, electric light and fans. Private and Public Bar and
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Turkish Bath	\$3.00
Electric Bath	3.00
Complete Body Massage	2.00
Simple Bath	75 cts.

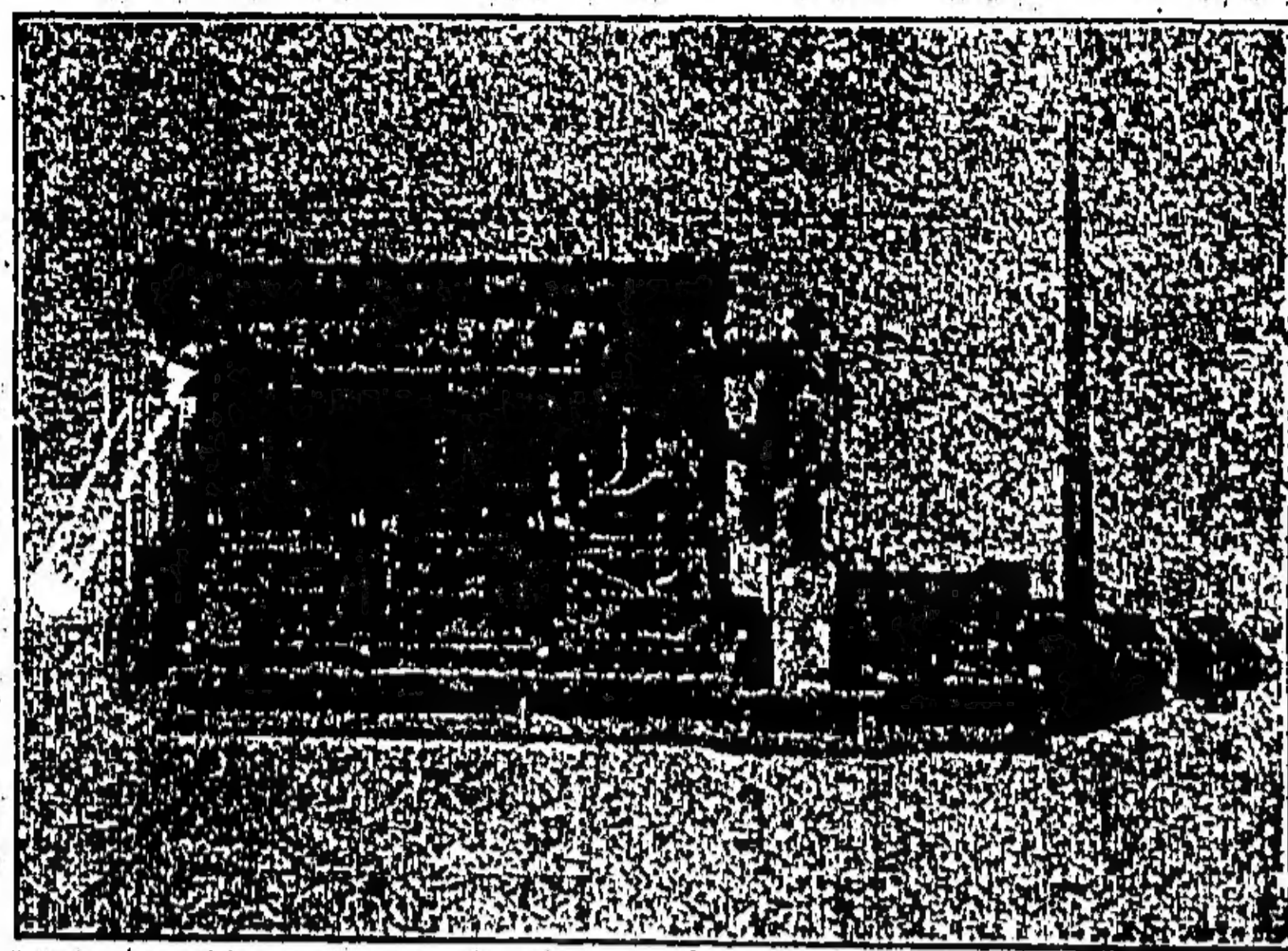
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OUR
CONTEMPORARIES.

South China Morning Post.

Crime in South China.
That piracy could be repressed
there is no doubt if the Canton
authorities showed some desire
to exterminate the pests who are
known to haunt certain areas.
Gunboats are available but to
what use they are put we are un-
able to state unless it be to ac-
company officials on lordly visits.
Shallow draft boats were built
to suppress piracy some years ago,
and fitted with wireless, and they
ought to be put to some practical
use by the authorities. The rob-
beries may be attributed to the
poverty of the peasants, but the
fact remains that police and
military forces in Kwangtung
and Kwangai have not materially
improved. Uniform and accom-
modation may have received con-
siderable attention, but control
has been lacking lamentably.
It is the bounden duty of the
Canton and neighbouring authori-
ties to remove the evils which
afflict the hardworking toilers of
the southern provinces and they
can do so if they set about the
business in the right way.

Daily Press.

China New Year.

We see every preparation made
for the observance of China New
Year as it has been the custom of
the Chinese people to observe it
for long ages past—by a squaring
of accounts, by fairs and festi-
vities and by a general holiday,
in many cases extending over
several days. Even while half
the world is at war the Chinese
people—in South China at least
—are content that the Chinese
newspapers should entirely sus-
pend publication for nine or ten
days "in honour of the new year."
It was very aptly remarked
by a Peking contemporary when
alluding to the observance of
the new calendar in Peking six
weeks ago that a people who live
so much in the past cannot part
with old customs, old habits and
old beliefs as readily as they get
rid of old garments. But if the
Central Government continues to
exert its influence in the future
as it has done in the past three
years to secure the observance of
the first of January instead of the
first day of the year according to
the old calendar, the change will
doubtless in time become more
widely adopted—for business
purposes at least—but we do not
believe that the Chinese people
for many long years to come will
cease to observe China New Year
as a social festival.

China Mail.

The British Ship-Building
Industry.

From statistics to hand from
Home we learn that during the
last quarter of 1914 there were
laid down in the various ship-
building yards throughout the
country 138 merchant vessels, of
366,856 tons, a great demand
having arisen for new shipping,
in view of the high freights pre-
vailing, the absorption for Govern-
ment service of a large number
of merchant vessels, and the cap-
ture and laying up of a good many
German ships. There were, how-
ever, launched 170 vessels, of 418,-
669 tons. The work on hand at
the beginning of the year is 96,000
tons less than that in progress at
the beginning of October last,
while, as compared with the
figures for the beginning of 1914,
the reduction is 329,000 tons.
The situation, however, from the
point of view of employment, is
thoroughly satisfactory when re-
gard is had to the building of
war-vessels and other munitions
for the Navy and the Army.
Indeed, the difficulty experienced
is in a shortage of workers, partly
due to the number of the men
from the shipbuilding and en-
gineering establishments who
have joined Lord Kitchener's
Army and the new Territorial
forces. The total number of
vessels now in progress is 462,
1,627,316 tons; whereas three
months ago the number was 486,
and the tonnage 1,723,550.

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Moderate Tariff and Excellent Cuisine, Roof Garden and Social
Rooms, European Runner meets Steamers.

F. O. PRUSTER, Manager.

GENERAL NEWS.

A Shanghai Sikh's Savings.
At the beginning of the war much alarm was felt by local Sikhs regarding the stability of the banks, says the N. O. Daily News of February 4. Large numbers of men withdrew all their savings from the Hongkong Bank and from the Municipal Savings Bank, Shanghai. Yesterday a cook in the employ of the Police requested permission to return his money to the bank by instalments of \$20. When asked what he had done with the remainder he said it was buried in the Race Course and he was awaiting a favourable opportunity to go and dig it up!

Largest Gas Engine in World is Built in San Francisco.
After a successful trial trip of ten hours' duration, says the San Francisco Examiner, the steel ferry boat Ramon, propelled by the largest gas engine ever built in the world, has been placed in commission by the Oakland, Antioch and Eastern Railway as a ferry for transporting their trains across the Sacramento river.

The construction of this vessel and her engines has been followed by engineers throughout the country with considerable interest, and her trial runs, according to the owners, have entirely justified the installation of this type of motive power. On account of the prominence of the large Diesel engines in Europe, it is noteworthy that the largest gas engine should be constructed in San Francisco. The arrangements for the propulsion of the Ramon are rather unusual for a motor-driven craft, although the same scheme has been used for steam vessels of similar character. The propelling engine is set amidships and is a 600-horse-power unit, constructed by the Union Gas Engine Company. This engine measures forty-three feet over all and weighs approximately 120,000 pounds. It is coupled to a propeller at each end of the vessel through friction clutches. As the two propellers are of opposite pitch, the movement of the boat is controlled by engaging either one clutch or the other, thus eliminating the necessity of reverse gears or reversing the engine itself.

Fire at an American Consulate.
Shortly before midnight on January 30, a fire was discovered in the residence of the American Consul-General at Tientsin. The alarm was promptly given by the police of the German and British Concessions, but a considerable time elapsed before effective streams were brought to bear upon the blaze. The fire was not under without great difficulty, but not before the roof had fallen in, and the interior of both the Consul-General's residence and offices had been heavily damaged by water.

Snow and Ice in the North.
In addition to bringing the snow to Tientsin, the easterly winds have piled up drift ice in the river to a height in some places of over ten feet, says the Peking and Tientsin Times of February 4. From the watch tower at Taku nothing but ice can be seen in the Gulf. Shipping schedules in many cases are sadly broken, vessels being hemmed in by ice in the Gulf for several hours at a time. The Fukushima Maru, the latest arrival at Tientsin, was delayed for six days in the Gulf unable to make headway on account of the ice. Quite a new chapter has been added to the lore of the river, and incidentally it has been a memorable season for amateur photographers.

Another Shanghai Masquerade Ball.
The Masquerade Ball at the Astor House Hotel was a great success, over 300 people being present. The costumes were excellent and very original. Dancing was kept up until an early hour of the morning.

Bequest to National Gallery.
The late Baroness Fitzbry, Fitzbry, Surrey, and Avenue d'Iona, Paris, widow of Lord Fitzbry (Baron Henry de Worme), who died on November 26, has left £225,000, so far as can at present be ascertained. To the National Gallery she gave three pictures by Lucini, Sodoma, and Orcagna; to the Musée National du Louvre a picture by Turner.

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EXCLUSIVE AGENTS

MOUTRIE'S.

AMERICA'S NOTE.

Britain's Interim Reply.

London, Jan. 10.
Sir Edward Grey, Secretary for Foreign Affairs, in the course of his interim reply to the United States Note on the subject of expropriation of American exports, concurs in the principle enunciated by America that belligerents should not interfere with the trade of neutrals, unless such interference was necessary for the safety of the belligerent so noting.

Great Britain would endeavour to act within this principle, provided that she was not denied the right to interfere with contraband of war.

Statistics are quoted by Sir Edward showing that New York's exports to neutral countries largely increased in November, 1914, as compared with those for the corresponding month of 1913.

The reply suggests that the shrinkage of neutral countries' trade complained of by America was due to the diminished purchasing power of belligerents rather than to Great Britain's particular action.

"The huge increases in the neutral countries' importation of American copper," remarks the Minister, "creates the strong presumption that the bulk was for an interested enemy's use."

Britain is prepared to admit that foodstuffs will not be interfered with unless intended for enemy belligerents' armies but it is pointed out that America's prohibition of the publication of manifests for days increased the difficulty of detecting contraband.

The Government of Great Britain, the reply adds, will gladly enter into an arrangement to avoid mistakes and promptly recompense neutral countries for improper detention of cargoes.

Plain Language.
Sir Edward Grey said that it was imperative for Great Britain to stop copper shipments which were not genuinely destined for neutral countries.

The Government had positive evidence that four Swedish consignments had been destined for Germany. He was unable to believe the United States question as to the propriety of taking unexpected cargoes to the Prize Court. In regard to foodstuffs, he could not give an unconditional undertaking in view of the enemy's departure from the accepted rules of civilisation and humanity and the uncertainty about such rules being violated in future. It was essential to bring to port all vessels suspected of carrying contraband.

The Government had placed cotton on the free list, yet it had received information that cotton-carrying ships had been specially selected to carry concealed contraband, and he affirmed the Government's intention to examine such suspected vessels.

It was impossible for Great Britain to permit the export of rubber to America unless the latter country admitted Britain's right to submit rubber cargoes exported from America to the Prize Court.

AUSTRIAN KAISER INTERVIEWED.

"Too Feeble to take Control."

The *Russkoye Slovo* of Moscow relates the experience of Prince Jaime of Bourbon. His Highness was formerly a colonel in the Russian Army, and as he happened to be in Austria at the outbreak of the war he was made a prisoner. The Prince, in telling his own story, says that an Austrian General entered his castle, where he was staying, and brusquely announced that, as a colonel in the Russian Army, he must consider himself arrested. Five guards were told off to take charge of him.

He managed, however, to send a letter to the Emperor Francis Joseph begging for an audience. The request was granted, but the Prince found the Emperor so weak that during the conversation he wandered frequently into other subjects and forgot the object of the interview.

As a result of the audience the Prince came away with the impression that the aged monarch was at present without any voice in the conduct of affairs. He even asked his visitor to give him the latest news, saying in a plaintive tone that he knew why they did not tell him the truth. His Highness failed, however, to obtain any help from the Emperor. He used all the family influence he possessed in Vienna, and eventually obtained permission to leave for Switzerland.

The Prince assured the representative of the journal referred to that the ruling class in Austria is beginning to see the hopelessness of the position in which Germany has placed them. On all hands he heard remarks that "Germany had dragged Austria into the business."

Utilising an Oyster Pest.
The Burnham (Essex) Urban Council has received an official communication that the Treasury has agreed to advance to the Board of Agriculture and Fisheries a sum of £8,000 for establishing a new industry for the purpose of turning to economic use the American slipper limpet, which is so destructive to the Essex and Kent oyster fisheries. The carrying out of the scheme is in the hands of the Board.

There was a growing danger of neutral countries contiguous to the enemy becoming a base of supplies for the enemy.

Britain would endeavour to prevent the danger by intercepting goods intended for the enemy without interfering with those which were bona fide for neutral countries.

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W. B. ELWES, Superintendent.

Hongkong, Feb. 11th, 1915.

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E. BLACK, Superintendent.

Hongkong, Feb. 12th, 1915.

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The Hongkong Telegraph.

HONGKONG, SATURDAY, FEBRUARY 13, 1915.

GERMANY, ENGLAND AND CULTURE.

Commander Snodgrass's lecture, which we reported in our issue of yesterday, is noteworthy for its extreme fairness; its readiness to yield to the adversary every point that can honestly, and with loyalty to one's own side, be yielded. The lecturer never once attempted to discount Germany's achievements, whether military or intellectual, but just paid honour where honour was due, when it came to a question of fair and square comparison between Britain and her enemy. He even went the length of saying that "as a nation, we show little appreciation of the value of culture," yet generously refrained from pointing out that, taken on the same broad lines—"as a nation"—a similar statement might, without injustice, be made concerning Germany.

Are the Germans "as a nation" so far ahead of the British in point of culture? We endeavoured to show, in a couple of leaderettes some few weeks ago, that the average Britisher has a somewhat exaggerated idea of Germany's contributions to art, literature, science and history. It is true that our friend the enemy has produced a greater number of recognized scientists, philosophers and musicians than we. Leaving for the moment the science and philosophy out of the question, and granting the music, what is there in the history of German literature to compare with that of Britain? Can Germany claim any European nation (other, perhaps, than France), show such a list of literary geniuses as the unbroken line from Wyatt, Surrey and Sir Thomas More down to the eighteenth century poets, dramatists and essayists; a line, by the way, that the German dulness introduced by the two first Georges helped to bring to an end? For what encouragement did the Hanoverians give to letters, in comparison with what the Tudors and the Stuarts had given? Cromwell or William of Orange could not have afforded less. Of course it may be urged that Germany gave us printing, to start with, and that mediocrity's Augsburg was far ahead, in general culture, of any modern city. Undoubtedly; but the Germany of the Middle Ages, save in isolated districts, is as dead as the Rome of Horace's days. Luther attended to that matter, the almost immediate effect of his influence being to convert the fibre of the people and to convert their gentle intellectuality into a harder and more or less gross and utilitarian view of the things that had formerly delighted them. Those who take the trouble to read some of the details of his attacks on Erasmus will not quarrel with the statement that he introduced into German disputation an atmosphere of bullying and of senseless invective, side by side with which refinement could scarcely hope to exist.

It may be taken, then, that English literature more than outweighs German music in the balance of culture. As regards painting, Germany has produced (not including, of course, Albrecht Dürer and Hans Holbein, both of whom belong to the more refined period already alluded to) as few masters as Britain. When we come to consider the rival scientific and philosophical outputs, we get on to ground that is far more debatable, because both must yet await the dictum of history. It is idle to say that Haeckel, for instance, has done more for the scientific world than Darwin, in view of the fact that some scientist may yet arise who will prove both to be wrong. Leibnitz, then Kant and Hegel, and then Schopenhauer, have all, in turn, given their best to the cause of philosophy; but hardly had Schopenhauer's influence begun to work when a more modern "philosopher"—Friedrich Nietzsche—arose to tell him and his predecessors, in language as gentle and persuasive and tolerant as Luther's own, that they were all wrong and that his was the only true path. True, Britain's own philosophical history has not been free from squalls and squabbles, but we have at least been spared a Nietzsche. Germany can "lay" three names in science and philosophy to every one of Britain's; granted; but when posterity comes to judge of these things it will be necessary to prove that e.g. Kant was of more practical service to the thinking world than Hume had been, or that Weissmann has contributed more to the scientific stock of knowledge than Huxley. A word might be added as to the amount of appreciation which German and British efforts after the best in science, letters and art have met with among the people at large, of both countries. Here again, there seems little to choose. British and American tourists become ecstatic when they find a Bavarian peasant executing a beautiful carving, and urge that our own poorer classes are more given to pipes, beer and sport; but it would not be difficult to find in a Lancashire mill or a Scots coal pit, workmen who know far more of John Stuart Mill than most Germans in the same rank of life know of any one of their own logicians or economists; and if English and Irish elementary school education is inferior to that given in Germany, the average Oxford or Cambridge undergraduate of twenty will yet bear comparison with the Heidelberg or Leipzig youth of the same age.

Chinese New Year.

The authorities in China who, a year or so ago, talked of abolishing their big national festival and following the Western Calendar where the observance of New Year is concerned, must have realised by this time that such radical changes are more easily planned than accomplished. It may be that, since the revolution, fewer crackers and fewer smart costumes have been in evidence at this season, but the root idea—that of general rejoicing and of settling accounts—remains practically untouched. In places like Hongkong and Singapore, more propinquity has naturally more or less forced the Chinese, with the exception of the coolie class, to take some notice of general British holidays, like Christmas and New Year, and so the importance of their own feast may have diminished by imperceptible degrees; but this is a falling off is not going to affect China as a whole. Nor do we see why it should. Nor—if it comes to that—do we see what right the Chinese Government has, to seek to make the people bow wholesale to foreigners' customs. How would Britishers like to be told that, in future, they must keep their Christmas at the same time as the Russians? We may well take this opportunity of wishing to our large circle of Chinese readers, and their friends, all luck and health for the New Year.

Lord Charles to the Fore.

Lord Charles Beresford's remarks on the subject of piracy, and of how to deal with the perpetrators thereof, are beautifully characteristic of one of the most popular men in the Empire and one of the most essentially British Britishers in the whole world. Many of our readers have been in the Colony long enough to remember his visit to Hongkong in 1898, when he succeeded, as usual, in making himself well liked all round in a very short space of time, among both British and Chinese. All his life he has been famed for his outspokenness; the outspokenness of an honest, sturdy, obstinate Briton who hates to see time wasted and who has no use for humbug, "frills" or half-measures. His suggestion in the House, mentioned in to-day's wire, as to the best treatment for those who raid unprotected coasts might—indeed, assuredly would—have come from Nelson himself. The yard arm and a couple of fathoms of rope is the sort of sea-justice that appeals to this type; and unfortunately we cannot feel that those who have sought, in the past, to adduct Britishers to milder methods, have been doing the best thing for the country. Lord Charles is a "hard case"—and we could do with a few more like him.

Football in War-time.

The paragraph which we published yesterday, dealing with the view held by the troops at the Front as to the continuance of football at Home, is one that some of the talkers might do well to mark, learn and inwardly digest. A fact which seems, until recently, to have escaped the notice of many people at Home is the praiseworthy arrangements by means of which our lads at the Front are supplied with their letters and newspapers, with next to no delay. Correspondence from the trenches shows that owing to the magnificently systematic manner in which Earl Kitchener has made his plans, Tommy gets quite a reasonable amount of respite, in fact of idle time, now and again. During such welcome spells his instinctive thought is naturally for Home news. And what does "news" mean, first and foremost, to the Britisher, the world over? Sport, almost invariably. Imagine Tommy's horror when, on looking for the football column first, he found nothing! It seems to us that the soldier's letter, from which we published a brief extract, in the last word on the subject: "It livens them up to get the results, and to hear the jokes as to which team is best." Who says: "Stop the football!" after this?

DAY BY DAY.

CONTENTMENT CONSISTS NOT IN GREAT WEALTH BUT IN FEW WANTS.—Epictetus.

The Weather.

Lower level 8 a.m. Temp. 56; clear.
At the Peak 8 a.m. Temp. 49 clear.

Count the Columns.

Yesterday the Telegraph published 32 columns of solid reading matter. To-day there will be 37 published.

The Mails.

The English Mail.—Arrived per s.s. Malta to-day.
English Mail.—Closed per s.s. Oriental to-day at 9 a.m.
Siberian Mail.—Closes per s.s. Cheonan to-day at 4 p.m.

The Dollar.

The rate of the dollar on demand to-day is 1s 9.1-10d.

St. Valentine's Day.
To-morrow is St. Valentine's Day.

Eclipse.

There will be an annual eclipse of the sun to-morrow; it will not be visible in Hongkong.

Civil Service List.
From Messrs. Noronha and Co. we have received a copy of the Civil Service List for 1915.

Christian Union.

The Rev. H. R. Wells will conduct the meeting of the Hongkong Christian Union at Ying Wah College, on Monday next at 5.30 p.m.

Contraband.

The Gazette contains a Proclamation by His Majesty the King, revising the lists of articles to be treated as contraband of war.

Auditor.

The name of Mr. A. E. Schulz, Hongkong, is added to the list of persons qualified as auditors under the Hongkong Companies Ordinance.

Kailan Output.

The total output of the Kailan Mining Administration's mines for the week ending January 30 amounted to 61,742 30 tons and the sales during the period to 55,023.91 tons.

Volunteer Reserve Appointment.
His Excellency the Governor has been pleased to appoint Dr. G. Monagu Harrison to be Surgeon-Captain in the Hongkong Volunteer Reserve, with effect from the 3rd. February, 1915.

Formerly Commander-in-Chief in China.

Major-General Sir A. Dordard, formerly commanding the British troops in China, is now acting in all matters connected with the Government of the Dominion of Sikkim, including their occupation.

Gun Practice.

It is notified that information has been received from the military authorities that the sub-calibre practice notified to be carried out on the 15th instant from Stonecutters' (West Battery) is postponed until the 17th instant.

Official Notices.

The Gazette contains official notifications on the following matters:—Egypt, constituted a British Protectorate; Adherence by H. M. Government to the Franco-Moroccan Treaty, 1912; H. H. Prince Hussein Kamel Pascha to be Sultan of Egypt.

Government Offices To Let.

It is notified that the Government are prepared to let as offices to suitable tenants, Rooms Nos. 3, 4, 5 and 6 on the top floor of the Post Office building (New Government Offices) in Pedder Street for a period of three years, commencing from 15th March, 1915.

The Vacation.

It is notified that during the Chinese New Year Vacation the offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. from 15th February, 1915, to 17th February, 1915 (both days inclusive), except on Public Holidays, when the offices will be entirely closed.

NOTES ON THE CRISIS.

THE PEACE TALK.

A Matter for the Future.

It is early in the day yet to talk of peace. None, the less, the matter has been raised in the House of Commons by Mr. Jowett, one of the Libourites. As will be seen by a telegram elsewhere, He was curious to know whether the Government were prepared to state on what terms Britain and the Allies would discuss peace "with a view to ending the terrible loss of life." From the tone of the question, one imagines that this gentleman is of the "peace-at-any-price" persuasion. If so, he got small encouragement from the reply of Sir Edward Grey—a reply which evidently represented the general feeling of the House, since it was received with loud cheers.

German Guilt.

We are all anxious, of course, that the time should come when there will be an end of the terrible slaughter which marks the continuation of the struggle, but if the pacifists at Home, or our enemies, imagine that, purely in the interests of humanity, we are now prepared to sheath the sword and largely to forget the original deeds of the Kaiser and his men, they are sadly mistaken. The Allies have suffered far too many outrages at the hands of the enemy to adopt such an attitude. And, after all, on whom does the responsibility rest for all this fearful loss of life? Assuredly not on the Allies. The guilt lies with Germany, and she it is who must be punished, and punished adequately, too. It would no doubt suit Germany's purposes admirably to secure peace just now. But the Allies intend to carry the war very much nearer German soil ere they even begin to think of calling a truce.

Time Enough Yet.

There are good reasons to believe that Germany is now beginning to feel the pinch and to realise the futility of continuing the struggle. That being the case, it would be the height of folly for the Allies to hold out the olive branch when every day is bringing them nearer the attainment of the great object on which they have set their minds. Germany and her Allies have to be absolutely defeated and their pretensions definitely crushed. There can be no guarantee of future peace in Europe until that much is accomplished. Germany must be made to suffer much more yet to atone for her crime against civilisation, and when she has gained further knowledge of the determination of the nations ranged against her it will be time enough to talk of peace and of terms of peace.

The Fighting.

Leaving aside these questions, and coming to the actual fighting, the latest wires to hand show that in both theatres of war the enemy is making desperate efforts, but is only succeeding in further wasting his strength. In France the battle is raging fiercest in the Argonne region, where the Germans have for many days been preparing for big things. They have now made an attack in force in this locality, but it has completely failed in its object and the net result is summed up in the words that they lost a great number of dead on the field. In Poland, too, their efforts have met with complete failure, and their killed are put at the phenomenal figure of over 40,000. Instincts of self-preservation have compelled them to rush huge forces to East Prussia, where, for the moment, they have managed to repel the invaders. This, however, is the only bit of comfort which the fighting of the past week has brought them.

1890.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the week ending Feb. 13, 1890.)

The Dollar.

February 13.—"The rate of the dollar on demand to-day is 3/1." A Trifling Sum.
February 7.—"The sensational libel suit, in which Mr. Oscar Brandt seeks to recover the trifling sum of \$50,000 from the Editor of the 'Telegraph' for alleged injuries to his battered reputation will be heard before the Acting Chief Justice and a special jury on Thursday next."

Hongkong and Shanghai Banking Corporation.

February 7.—The Directors of the Hongkong and Shanghai Bank submit their general statement of the affairs of the Bank, and balance sheet for the half year ending December 31, 1889. The net profits for that period, including \$307.32 balance brought forward from last account, after paying all charges, amount to \$1,119,310.47, of which, after taking out remuneration to Directors, there remains for appropriation \$1,109,310.47. From this sum the Directors recommend the payment of a Dividend of One Pound and Ten Shillings per Share, which, at 4/6, will absorb \$440,000 and a Bonus of Ten Shillings per Share, which will absorb \$133,333.33. They recommend transferring \$200,000 to the Credit Reserve Fund, which will then stand at \$4,600,000. Mr. H. L. Dalrymple has been appointed Chairman for the year 1890; and Mr. J. S. Moses Deputy Chairman. Mr. J. F. Holliday, Mr. N. A. Siebs and Mr. E. A. Solomon having resigned on leaving the Colony, the Directors invited the Hon. Mr. A. P. MacEwen, Mr. H. Hoppius and Mr. D. H. Sleson to fill the vacant seats. Mr. B. Layton, Mr. L. Posener and Mr. S. C. Michaelson retire in rotation, but offer themselves for re-election. The accounts have been audited by the Hon. Mr. Phineas Ryrie and Mr. Fullerton Henderson—W. H. Forbes, Chairman.

(Our readers will be interested to compare the above Statement of Accounts with that published in our issue of last Wednesday.)
No Great Offence.
February 8.—"Bing drunk is no great offence in Hongkong, so long as the drunkard has got plenty of money. But for a man to get over the mark without any extenuating circumstances in his pocket is another thing, as a besetcomb, named George Ward, found to his cost this morning, when he got fourteen days for being found lying on his back in Tank Lane, intoxicated and impuduous."

New Solicitor Admitted.
February 8.—"The local corps of the Devil's Own received another recruit into its ranks this morning. Mr. Fielding Clarke sat for a few moments in the Supreme Court whilst Mr. A. J. Leach, the Acting Attorney General, moved the honourable Court to admit Mr. Herbert Johnson Gedge—a young gentleman recently placed on the Roll of the Supreme Court of England, and now of the firm of Johnson, Stokes and Master—to practise as a solicitor."

1890.

SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for Feb. 13, 1890.
Hongkong and Shanghai Bank—197 per cent. premium, buyers.
Union Insurance Society of Canton—\$101 per share, buyers.
China Traders' Insurance Company—\$72 per share, buyers.
North China Insurance—Tls. 350 per share, buyers.
Canton Insurance Company—Tls. 120 per share.
Yangtze Insurance Association—Tls. 80 per share.
Hongkong Fire Insurance Company—\$400 per share, sellers.
China Fire Insurance Company—\$90 per share, sellers.

DETAINED OR CAPTURED.

Further Lists of Vessels and Cargoes.

The Gazette contains the following additional lists regarding vessels captured and cargoes detained:—

Vessels Detained, or Captured at Sea by His Majesty's Armed Forces.

Name	Nationality	Where Tonnage	Detained.
Exford	British	(45.2)	Singapore.
Jangheved	Danish	(3835)	Falmouth.

Ships Whose Cargoes, or Part of Them have been Detained.

Name of Vessel	Nationality	Cargo	Detained at
Addab	British	Liverpool.	
Agamemnon	British	Liverpool.	
Alexandra	Danish	Leith.	
Bornu	British	Liverpool.	
Bulgarian	British	Liverpool.	
Carnarvonshire	British	Liverpool.	
Chateaubriand	French	London.	
Chyebassas	British	Liverpool.	
Corcovado	British	Liverpool.	
Deli	Nether-		
Eden Hall	British	Liverpool.	
Francisco	British	Hull.	
Galavale	British	Liverpool.	
Li-ho	British	Hull.	
Kinfauns	British	Southamp-	
Koningen der Nederlanden	Netherland	Liverpool.	
Kwango	Belgian	Liverpool.	
Oruba	British	London.	
Pak Ling	British	Liverpool.	
Parohim	Russian	London.	
Perugia	British	Gibraltar.	
Polsand	British	Liverpool.	
Quantin	British	Leith.	
Rindjani	Nether-		
Renan	British	Leith.	
San Giorgio	Italian	Gibraltar.	
Tellus	Norwegian	Gibraltar.	
Toronto	British	Hull.	
Tunis	French	Swansea.	

Koningen der Nederlanden, Netherland, Liverpool.
Kwango, Belgian, Liverpool.
Oruba, British, London.
Pak Ling, British, Liverpool.
Parohim, Russian, London.
Perugia, British, Gibraltar.
Polsand, British, Liverpool.
Quantin, British, Leith.
Rindjani, Nether-

land, Liverpool.
Renan, British, Leith.
San Giorgio, Italian, Gibraltar.
Tellus, Norwegian, Gibraltar.
Toronto, British, Hull.
Tunis, French, Swansea.

Hongkong and Whampoa Dock Company—58 per cent. premium, sellers.
Hongkong, Canton and Macao Steamboat Company—\$38 per share, ex div., sellers.
China and Manila Steamship Company—\$120 per share, buyers.

Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$200 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
Indo-China S.N. Company—12 1/2 per cent. div., buyers.

Douglas Steamship Company—\$66 per share, buyers.
China Sugar Refining Company, Ltd.—\$229 per share, sellers.
Luzon Sugar Refining Company, Limited—\$70 per share, sellers.

Hongkong Ice Company—\$110 per share, buyers.
Hongkong Rope Manufacturing Company, Ltd.—\$104 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—\$99 per share, sellers.

Hongkong Dairy Farm Co. Ltd.—\$14 per share, sellers.
A. S. Watson and Co., Ltd.—\$23 per share, sellers.
Hongkong High Level Tramway Co., Ltd.—200 per cent. prem., sellers.

Hongkong Steam Laundry Co. Ltd.—\$25 per share.
Green Island Cement Co. (old issue)—\$43 per share, buyers.
Green Island Cement Co. (new issue)—\$6 per share, buyers.

Hongkong Land Investment Co., Ltd.—\$130 per share, ex div., buyers.
Hongkong Electric Co., Ltd.—\$8 per share, nominal.
West Point Buildings Co., Ltd.—\$45 per share, buyers.

OLD HONGKONG.

A Terrible Sea Crime Recalled.

(Continued from Thursday.)
Though these notes are not in any way supposed to be exhaustive, or to be anything more than a chat upon old times in Hong Kong, there would be an impression of incompleteness left if some reference were not made to some of the graver crimes that have been committed in the waters of Hong Kong and in the high seas adjacent. And it is at this juncture that the famous Kate Waters tragedy must be recalled. The Kate Waters, a British barque, left Hong Kong for Sydney, via Foochow, in October, 1878, under the command of Captain W. F. Giese, with whom were two European mates, with a crew of ten Asiatics, three of whom were Chinese. Adverse winds compelled the captain to anchor outside for about two weeks before the voyage to Foochow could be resumed. Dissatisfaction broke out among the crew, caused, as some of them alleged, by the cruelty of the Captain. In the dead of night some of the men murdered the captain and his mates and threw the bodies overboard. The whole of the crew was not concerned with the matter, but they were forced to alter the course of the vessel and run for Palawan, where the Chinese carpenter was forced to scuttle the ship. They then went to Malting Island to get water, but, at the same time, the opportunity was taken to get rid of the men who had taken part in the murder, not the Chinese cook and the carpenter were brutally killed, a third, a coloured seaman, escaping by hiding himself. Later the only remaining witness, a Chinese boy, was also killed.

Public Execution.

Three men eventually stood their trial for murder and piracy and were found guilty and sentenced to death. They were duly executed in the usual compound, this being the first execution to take place there, the Magistracy compound being originally the scene of these dread punishments. Newspaper reports of the affair show that it was public, witnessed by people in the compound and on Arbuthnot Road, while the reports themselves treat the matter with attention to detail that is positively revolting. In fact, no wonder that the authorities later refused the press admission to these functions. The institution of private executions is only about twenty years old in Hong Kong, and the first spot for execution was at West Point, at a place usually spoken of as T. B. in.

Domestic Servitude.

Even now-a-days the sale and purchase of children, kidnapping and domestic servitude come to the notice of people in Hong Kong, and it is not surprising that, when a question was asked about the matter in the House of Commons in 1880, the Secretary of State should reply that he was satisfied that the Governor would repress domestic servitude, and himself declined to interfere in the matter. Attention was called to the matter in Hong Kong by the Chief Justice, and his remarks so impressed the local Chinese that they memorialised the Governor, and through him the Secretary of State, for permission to form an association for protecting women and girls and for the restoration of kidnapped children to their relatives. It is an interesting commentary on the state of affairs then existent that the Government had to be petitioned for permission to establish an institution which had the service of mankind as its greatest and most benevolent object. That they obtained the permission goes without saying—the Po Leung Kuk exists. Sixteen years after its inception, the Governor was asked to lay the foundation stone of the new home made possible by the subscription by the Chinese themselves of \$30,000 and an addition by the Government of \$20,000, and from that time on the society has done really good work.

(To be continued.)

PRINCE OF WALES' FUND.

Subscription List No. 19:

Expense Account	331.00
Dept. Naval Yard...	
Electrical Engineers	
Dept. Naval Yard...	
Mr. F. W. Wright	55.00
H. W. ...	50.00
Proceeds of the Garden Fete held at the Hongkong University on 30th January	2,073.08
Collected from box at Phoenix Club	7.50
A. Sinclair	20.00
H. W. Turnbull, St. John's Hall	5.00
Staff of Asiatic Petroleum Co. (S. C.) Ltd. January	292.00
H. C. Lowick	100.00
Chinese Amateur Dramatic Company	
Queen's College	1,079.12
Yue Hing Long Shop	15.03
Mr. R. D. Harvey's Fund:	
Mr. W. A. Donaldson	15.00
Mr. W. S. Batcock	5.00
Mr. H. Murray Bain	15.00
Mr. J. H. S. ...	15.00
Mr. W. F. Knapp	3.00
Mr. E. Seth	5.00
Mr. G. Harper	5.00
Collected by Mr. F. M. Crawford:	
Mr. G. H. Alcock	10.00
Mr. S. H. Dutton	10.00
Mr. F. Graham	10.00
Mr. W. V. Lang	10.00
Mr. C. M. Castro	2.00
A. Kam	10.00
Mr. W. Gow	20.00
Mr. A. Fraser	10.00
Capt. W. G. Pitcairn	10.00
Collected by Mr. F. A. Page:	
Patrick Kongmoh	6.00
Mr. J. Chippfield	5.00
Mr. D. B. Izatt	4.00
Mr. H. C. Scrimshaw	3.00
Mr. A. Crawshaw	2.00
Mr. E. A. Friedman	4.00
Mr. R. A. Page	10.00
Collected by Mrs. Eastase:	
Mr. F. M. Crawford	5.00
J. A. ...	7.50
Mr. G. J. Harman	3.00
Mr. Lam Tam Sui	3.00
Mr. E. J. Annie	3.00
Mr. Lam Shau Shau	3.00
Mr. W. E. Fick	3.00
Mr. A. B. Fisher	3.00
Mr. B. A. Stanford	5.00
Mr. H. E. Scriven	3.00
Mr. R. L. Bridger	2.00
Mr. Duncan Clark	1.50
Mr. J. C. Englund	3.00
Mr. B. W. Ormrod	1.50
Mr. H. Dallock	5.00
Mr. A. E. Poise	58.50
Collected by Mr. G. T. Lloyd:	
Capt. Lossius	10.00
Collected by Mr. R. D. Harvey:	
Mr. C. A. Percy	10.00
Mr. H. F. Hickman	5.00
Mr. L. Corner	3.00
Mr. P. W. A. Wilkie	2.00
Mr. J. Salkin	2.00
Miss Baylis	5.00
Mr. J. M. Gordon	5.00
Mr. J. B. Backhouse	5.00
Mr. F. G. Herdige	4.00
Mr. M. J. Brewer	1.00
Mr. D. E. Clark	5.00
Mr. A. H. Roberts	5.00
Mr. F. Livingston	10.00
L. S. ...	3.00
H. B. ...	5.00
A. J. C. ...	3.00
H. Van M.	1.50
Collected by Capt. H. D. Jones:	
Mr. J. H. Woolcott	10.00
Mr. W. L. Foster	10.00
Capt. H. D. Jones	15.00
Mrs. A. M. Jones	15.00
Mr. F. G. Becke	15.00
Mr. J. S. Murray	10.00
Already acknowledged, Lists 1/18	197,669.54
Monthly Subscriptions	2,090.73
Already acknowledged, Lists 1/18	26,135.73
	\$28,227.46
	\$280,988.53

COAL REPORT.

Messrs. Hughes and Hough's coal report, dated February 12, contains the following:—
Coals Expected.—Japan, 47,000 tons; Dairen, 6,500 tons.
Arrivals.—February 1st, Anyo Maru, 1,800 tons Moji, sold; February 3rd, Taiyo Maru, 500 tons Fushun, sold; February 3rd, Ryusho Maru, 3,000 tons Fushun, sold; February 4th, Itsukushima Maru, 4,200 tons Miike, sold; February 5th, Hikosan Maru, 4,700 tons Miike, sold; February 8th, Wakamatsu Maru, 2,900 tons Wakamatsu, sold; February 7th, Towa Maru, 2,300 tons Hongay, sold; February 10th, Wada Maru, 4,000 tons Miike, sold.
Sales.—Small sales on private terms.

CHURCH SERVICES.

St. John's Cathedral, Hong Kong.—
Quinquagesima Sunday, 14th Feb., 1915. Holy Communion (8.5 a.m.) Introit: Psalm XXIII. Hymns: 172, 322, 551. Service: Matins (11 a.m.). Responses: Feriat. Venite: Alcock. Psalms: Robinson. Te Deum: Russell. Jones, Pye. Benedictus: Morington (28th morning). Hymns: 255, 273. Evensong (5.45 p.m.). Responses: Feriat. Psalms of the 14th evening. Magnificat: Smart (21st morning). Nunc Dimittis: Wesley. Hymns: 1* 267, 192, N.B.—Psalm 73, verses 1, 2, 11, 12, 21, 27 in union. Psalm 74, verses 1, 11, 13, 19, G. P. in union. Hymn 192, verses 1 and 4 in union. *Special paper.
Union Church, Kennedy Road.—
11 a.m. Hymns, 429, 534, 15. 438, 6 p.m. Hymns, 441, 32, 432, 444, 91. Collection for London Missionary Society, Preacher: Rev. J. Kirk Macdonachie.

Remitted to London on 22nd December, 1914, £17,000 at 19/5 16 ... 191,436.73
Balance in hand ... \$38,601.73
Hongkong, 11th February, 1915.
W. J. STABB,
Hon. Treasurer.

PUBLIC COMPANIES

HUMPHREYS ESTATE and FINANCE Co., Ltd.
Notice is hereby given that the Ordinary Annual General Meeting of Shareholders will be held at the Hongkong Hotel, Hongkong, on Saturday, 20th February, 1915 at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1914.
The TRANSFER BOOKS of the Company will be closed from the 16th to the 28th February (both days inclusive) during which period no transfer of shares can be effected.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th February, 1915.

NOTICE.
L'UNION
FIRE INSURANCE CO., LTD.
OF PARIS.
We have taken over the Agency of the above Company formerly held by Messrs. Siemens & Co. and are prepared to accept risks from this date.
CREDIT FONCIER
D'EXTREME-ORIENT,
Prince's Buildings.

NOTICE.
THE EAST INDIA SEA & FIRE INSURANCE CO.
We have taken over the agency of the above Company in Hongkong and are now prepared to grant FIRE and MARINE policies of insurance at current rates.
THE CHINA COMMERCIAL CO.,
3, Duddell Street,
Hongkong, 16th January, 1915.

NOTICE.
HONGKONG HORTICULTURAL SOCIETY.
ANNUAL SHOW.
The Flower and Vegetable Show will be held on the 4th and 5th March in the Botanic Gardens.
Intending Exhibitors should send their entry forms to the Hon. Secretary not later than 25th February. Copies of Rules and Schedules may be obtained from the Hon. Secretary.
F. HOWELL,
10 Des Voeux Road Central.

DAIRY FARM NEWS.

FISH.

WE HAVE RECEIVED A NEW SHIPMENT OF

SELECTED
FINNAN HADDOCKS,
FILLET HADDOCKS
AND
KIPPERS.

FRENCH LESSONS

C. MOUSSON

15, Morrison Hill Road.

NOTICES

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.
SIXTEEN MILLION DOLLARS (\$16,000,000)
and
SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

Notice is hereby given to Subscribers that arrangements have been made by the Chinese Government to hand to the undersigned each month the sum of Dollars One hundred and Twenty Thousand (\$120,000) from the revenues assigned under the Loan Regulations to the service of these loans. Loan service accounts have been opened in the name of the undersigned with the Bank of China and the Bank of Communications, into which these monthly instalments of interest will be paid as received, and these accounts will be drawn on to meet the half-yearly interest Coupons payable through the intermediary of the above-named Banks.

The first interest instalment for the month of January has been duly received and brought to account.
Subscribers to the Supplementary Issue of Eight million Dollars (\$8,000,000) are further notified that in accordance with Article II of the Loan Regulations the full amount of Dollars Four Hundred and Eighty Thousand (\$480,000), being the amount of interest on the loan for one year, has been duly raised by the Ministry of Finance and the Ministry of Communications and has been placed on fixed deposit in the name of the undersigned with the Bank of China and the Bank of Communications, as a permanent guarantee for the interest on the loan.

F. A. AGLEN,
Inspector General of Customs, and Vice-Chairman of the Bureau of National Loans.
Inspectorate General of Customs, Peking 27th January 1915.

FOOTBALL.

Match at Happy Valley on China New Year Holiday, Monday, 15th February, at 4.30 p.m.
CHINESE PLAYERS OF THE HONGKONG LEAGUE

INDIAN PLAYERS OF THE HONGKONG LEAGUE
(Islamic Team).

Tickets to admit to stand 30 cts. to enclosure 20 cts. Only obtainable from the Match Committee.
Profits to be given to PRINCE OF WALES' FUND.
F. W. EAGER,
(Hon. Sec. H.K.F.A.)

TO-DAY'S ADVERTISEMENT.

TO LET.—A furnished 4 roomed Flat at the Peak for 6 months. Address W. MEYER, HUMPHREYS, 55 The Peak.

TO-DAY'S ADVERTISEMENTS.

PACIFIC MAIL STEAMSHIP COMPANY.

FROM SAN FRANCISCO, JAPAN PORTS, & MANILA.
s.s. "MONGOLIA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery from the Company's godown at West Point. Cargo will be landed immediately at consignees' risk.

Cargo remaining undelivered Monday, Feb. 15th, 1915, at 5 p.m. will be subject to landing charges and if undelivered Friday, Feb. 19th, 1915, at 5 p.m. will be subject to both landing and storage charges.
No Fire Insurance whatever will be effected.

All damaged and otherwise damaged cargo will be examined at the above Company's godown at West Point on Feb. 19th, 1915, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.
All claims must be filed on or before February 26th, 1915, otherwise they will not be recognized.
R. C. MORTON,
Agent.

Hongkong, 12th February, 1915.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 19th February, 1915, commencing at 11 a.m. at the Officers' Mess, 40th Pathans, Cameron Road, Kowloon.

A Large Quantity of Valuable Household Furniture.
(Full particulars from catalogue.)
On view from Thursday, the 18th February.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE CHINA PROVIDENT LOAN & MORTGAGE Co., Ltd.

The Eighteenth Ordinary Annual Meeting of Shareholders in the Company will be held at the Offices of the Company, St. George's Building, No. 6 Connaught Road, on Friday, the 26th February, 1915, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December 1914.
The TRANSFER BOOKS of the Company will be CLOSED from Monday, the 22nd February 1915, until Friday, the 26th Feb. 1915, both days inclusive.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 12th February, 1915.

TO LET.

TO LET.—Nice Flats of ROOMS, in Kowloon; suitable for Europeans, airy, in good locality, Electric Light, Water, Bathroom, Kitchen. Moderate rent, varying from \$20 to \$35.—Telephone accommodation. Also furnished Rooms.—Apply H. Ruttonjee, Royal George Hotel.

OPERA SEASON

LATEST
NOVELTIES
FOR

EVENING WEAR

NOW SHOWING

AT

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16 DES VŒUX ROAD 16

WM. POWELL, LTD.

TELEPHONE 346.

GENTLEMEN'S TAILORS.

NOW SHOWING

FOR THE RACE SEASON

NEW HIGH CLASS SUITINGS.

FIT AND STYLE GUARANTEED.

INSPECTION INVITED.

Wm. POWELL, Ltd.

J. ULLMANN & Co.

The leading French Jewellery House.

Watchmakers. Fancy Goods. Diamond Merchants.

Grand Assortment of

BINOCULARS & STOP WATCHES.

The most reliable place for Diamonds, Jewellery and accurate Time-keepers.

COLLARD & COLLARD'S

RENOWNED PIANOS

BRITISH MADE THROUGHOUT

Eight of which have been supplied to the
s.s. "AQUITANIA,"

(BRITAIN'S LARGEST LINER).

NEW MODELS JUST ARRIVED.

ANDERSON MUSIC Co., Ltd.

6, DES VŒUX ROAD.

TEL. 1322.

THE SPIRIT OF CONVIVIALITY

"King George IV"
Whisky

THE "TOP NOTCH" OF SCOTCH.



THE DISTILLERS COMPANY, LIMITED,
EDINBURGH.

SOLE AGENTS:
CANDE, PRICE & CO., LTD.,
WINE MERCHANTS.

Tel. 135. No. 6, Queen's Road Central, Hong Kong.

SHIPPING

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—16, DES VŒUX ROAD, HONG-
KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA:
32, Water Street. MANILA: Manila Hotel.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED

Chief Office:—LUDGATE CIRCUIS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	17th Feb.	20th Feb. at noon.
CHANGSHA	25th Mar.	6th April.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

The steamers have excellent saloon accommodations for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Feb. 6, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
SATURDAY, 13th FEBRUARY.

5.00 p.m. Kinshan.

MONDAY, 15th FEBRUARY.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.

Single Fare by Night Steamer..... 5.00
Return Fare by Night (available also for Return by day Steamer)... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00
There will be no sailings on Sunday 14th February and no night boats to or from Canton on Monday 15th February.

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Tai Shan, tons 2,606

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m. There will be no sailings on Sunday 14th February to or from Macao. There will be steamer from Macao 13 a.m. or from Hongkong at 2 p.m. on Monday 15th February.

CANTON-MACAO LINE.

s.s. Sul An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.20 p.m. There will be no departure from Macao on Monday 15th February or from Canton on Tuesday 16th February.

JOINT SERVICE OF THE HONGKONG, CANTON and
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

There will be no sailings from Canton or Wuchow on Monday 15th February. Steamers on this line resume their usual sailings on Wednesday 17th instant from Canton and Wuchow.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Kashima Maru Capt. Yagi	T. 19,000 (THURS., 25th Feb. at noon.

VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama	Yokohama Maru Capt. Komatsu Awa Maru Capt. Hori	T. 12,500 (TUES., 23rd Feb. at noon. T. 12,500 (MON., 1st Mar. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Hilachi Maru Capt. Tomitaga Sango Maru Capt. Soyeda	T. 13,500 (MONDAY, 15th Feb. at 11 a.m. T. 13,500 (TUES., 16th Mar. at 4 p.m.
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CALCUTTA via S'pore, Penang & Rangoon	Colombo Maru Capt. Sakamoto	T. 12,000 (MON., 22nd Feb.
BOMBAY via Singa- pore and Colombo	Jinsen Maru Capt. Terada	T. 5,000 (THURS., 18th Feb.
SHANGHAI, Kobe	Rangoon Maru Capt. Nomura	T. 12,500 (SUNDAY, 21st Feb.
S'hai and Kobe	Tosa Maru Capt. Takano	T. 12,000 (WEDNES., 17th Feb.
NAGASAKI, Kobe & Yokohama	Nikko Maru Capt. Takeda	T. 9,600 (MON., 15th Mar. at 10 a.m.
Kobe & Yokohama	Suwa Maru Capt. Murai	T. 20,000 (TUES., 23rd Feb. at 11 a.m.

Fitted wireless telegraphy.

Terminus Yokohama

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kashima Maru	20,000 tons	Thursday 25th February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Yokohama Maru	12,500 tons	Tuesday 23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

*Terminus Yokohama

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
HAIPHONG	Hoihow	14th Feb. at 9 a.m.
SHANGHAI	Shaohsing	14th Feb. at 10 a.m.
SHANGHAI	Chenan	14th Feb. at 10 a.m.
SHANGHAI	Anhui	17th Feb. at daylight
HAIPHONG	Singan	18th Feb. at 10 a.m.
MANILA, CEBU & ILOILO	Chinhua	18th Feb. at 4 p.m.
MANILA, CEBU & ILOILO	Sungkiang	23rd Feb. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidsthips; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36.

Hongkong 13th Feb., 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tilmanbeck	S'hai	1st half Feb.
Tikembang	JAPAN	1st half Feb.	JAVA	1st half Feb.
Tilwong	JAVA	1st half Feb.	JAPAN	2nd half Feb.
Tilbodas	JAPAN	2nd half Feb.	JAVA	1st half Mar.
Tilkin	JAVA	2nd half Feb.	S'hai	1st half Mar.
Tiljatap	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tilaroem	JAVA	2nd half Mar.	S'hai	2nd half Mar.
Tilpanas	JAVA	2nd half Mar.	JAPAN	2nd half Mar.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Shinyo Maru	22,000 - 21 knots	Tuesday, 23rd February.
Chiyo Maru	22,000 - 21 knots	" 23rd March.
Tenyo Maru	22,000 - 21 knots	" 13th April.
Nippon Maru	11,000 - 18 knots	" 27th April.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£80.

" " " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.
Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALI, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 15 knots Wednesday, 10th March

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	19th Feb. at 11 a.m.
St. Albans	18th Feb.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Hatching ... | W. O. Passmore. | FRI. 19th Feb. at 1 p.m.

FOR AMOY AND FOOCHOW.

Haitan ... | J. W. Evans ... | FRI. 12th Feb. at daylight.

FOR SWATOW.

Halmun ... | A. H. Stewart ... | SUN. 14th Feb. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

LOG BOOK.

China Coast Gazette.

Mr. P. R. Cummings, from leave,

has gone chief officer, Kutsang.

Mr. F. Jarrett, chief officer,

Kutsang, is on leave.

Mr. R. White has been appointed

third engineer, Loksang.

Mr. H. W. Lookhead, third en-

gineer, Loksang, has gone second

engineer, same ship.

Mr. M. T. Perz, from leave,

has gone second officer, Loksang.

Mr. W. Field-Hook, second

officer, Loksang, has gone super-

numery, Kutsang.

Mr. J. J. Brown, second en-

gineer, Kutsang, has gone chief

engineer, Basilan.

Mr. S. Nelson, second engineer,

Loksang, has gone second en-

gineer, Kutsang.

Mr. A. Annetts, from leave, has

gone second engineer, Basilan.

Mr. J. F. Nicholl has been

appointed supernumerary second

officer, Basilan.

Mr. B. J. Hooker, supernumer-

ary second officer, Loksang, has

gone supernumerary, Chansang.

Captain M. Courtney, of the

Choyang, has gone master,

Basilan.

Captain G. Holmwood, from

leave, has gone master, Choyang.

Mr. H. Pratt has been appoint-

ed third engineer, Basilan.

Mr. J. Pettigrew, supernumer-

ary, Chansang, has gone second

officer, Hopsang.

Mr. W. W. Griesp, second

officer, Hopsang, is on leave.

Mr. O. E. Vaughan, acting chief

officer, Yuenyang, has gone second

officer, Basilan.

Mr. R. A. Mathews, acting

master, Maungang, has gone chief

officer, Yuenyang.

Mr. W. F. Blake has been

appointed fourth engineer,

Basilan.

Mr. E. J. Beardsley, awaiting

orders, has gone supernumerary

third engineer, Loongsang.

Mr. G. Cowell, supernumerary

third engineer, Loongsang, is

awaiting orders.

Mr. A. D. K-lman, super-

numery, Chansang, has gone

second officer, Hinsang.

Mr. A. W. Taylor, second offi-

cer, Hinsang, has gone super-

numery, same ship.

Mr. J. J. Hunt, supernumer-

ary, Hinsang, has gone super-

numery second officer, Hop-

sang.

Mr. C. R. Picher, supernumer-

ary second officer, Hupsang, is on

leave.

Mr. S. Feeney, third engineer,

Hinsang, has gone third engineer,

Saisang.

Mr. J. O'Shea, third engineer,

Saisang, has gone third engineer,

Hinsang.

Mr. O. F. Nicolay, from reserve,

has gone chief engineer, Linsan.

Mr. T. D. Rorison, chief en-

gineer, Linsan, has gone chief

engineer, Kinkiang.

Mr. F. Molnyre, chief en-

gineer, Kinkiang, has gone chief

engineer, Singan.

Mr. R. McCormick, third en-

gineer, Kaifong, has gone third

engineer, Wuhu.

Mr. J. H. Cameron, second

engineer, Hanyang, has gone

second engineer, Kinkiang.

Mr. H. L. Mather, second

engineer, Kashing, has gone

second engineer, Hanyang.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong. (Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Sat., 13th Feb. at 3 p.m.
SHANGHAI	Hangsang	Sun., 14th Feb. at daylight
YAMA, Kobe & Moji	Yatshing	Wed., 17th Feb. at noon
SHANGHAI	Kwongsang	Thur., 18th Feb. at daylight
HAIPHONG	Taksang	Fri., 19th Feb. at 10 a.m.
SHANGHAI	Chongsang	Sat., 20th Feb. at daylight
MANILA	Yuensang	Sat., 20th Feb. at 3 p.m.
TIENSIN	Cheongsang	Sun., 21st Feb. at daylight
S'PORE, Pang & Outta	Fooksang	Tues., 23rd Feb. at 3 p.m.
SINGAPORE & Penang	Onsang	Wed., 24th Feb. at 3 p.m.
Shanghai, Kobe & Moji	Namsang	Thur., 25th Feb. at daylight
S'PORE, Pang & Outta	Lalsang	Sat., 27th Feb. at 3 p.m.

Return Tours to Japan.

The steamers "Kusang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin, Dairen, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Lanad, Datu, Semporna, Tawau, Uaukan, Jesselton and Labuan. For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMeward.

For	Steamer	Date of Departure
LONDON	"SHIRE"	14th Feb.
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, VVER, STLE, TACOMA & PLAND.		

For freight and further particulars, apply to
JARDINE, MATHESON & CO., LD.
Telephone No. 215. Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to
JARDINE, MATHESON & CO., LD.
Telephone No. 215. Agents.

HE TAIKOO DOCKYARD T&ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS. Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

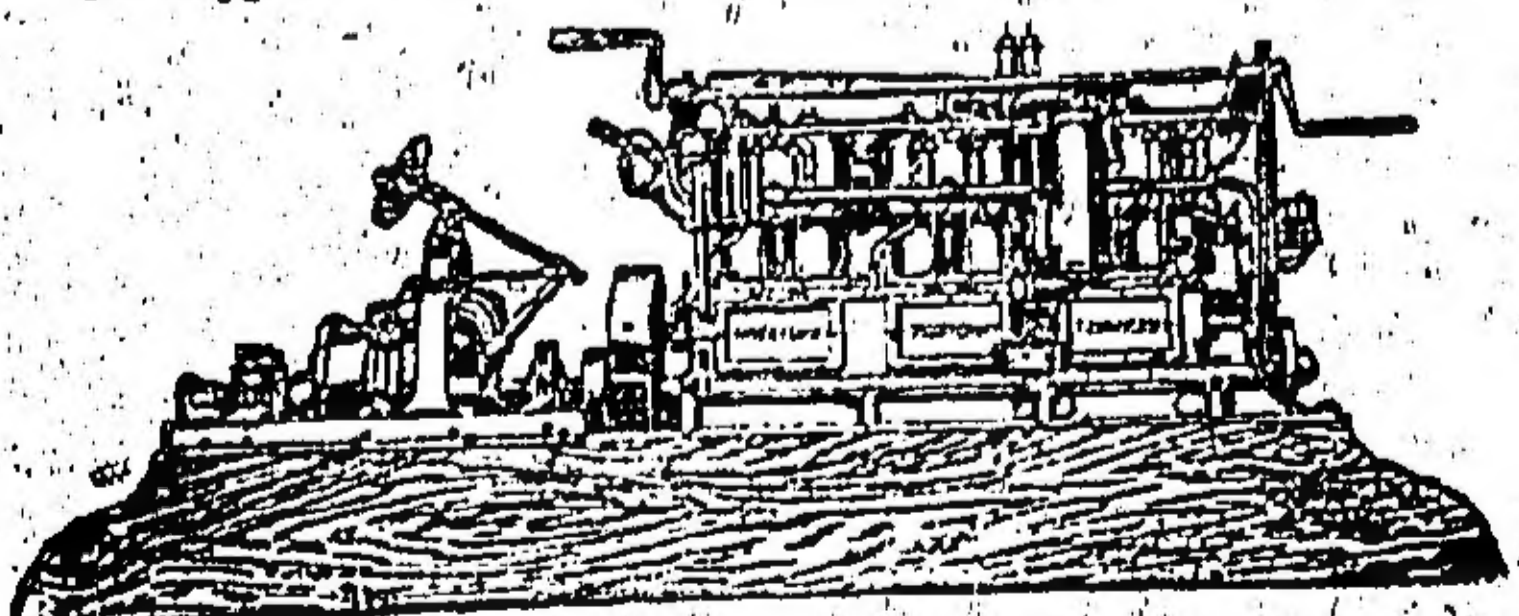
GRAVING DOCK 737' x 88' x 34'6" Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 H. P. As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear. B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office. BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN. AGENTS. Telephone Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Liverpool	Pak Ling	B. & S.	13, Feb.
Marseilles, London & Liverpool	C. of Durham	B. L. L.	15, Feb.
Marseilles via Ports	Ville de la C.	M. M.	20, Feb.
London, S'pore, via Pang, C'bo, &c. Namur	P. & O.		31, Mar.

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via S'hai & Japan &c.	Mongolia	P. M. Co.	17, Feb.
Via B.C. T'ma via M'la & Japan	Seattle M.	O. S. K.	22, Feb.
San F'co via S'hai & Japan &c.	Shiyo M.	T. K. K.	23, Feb.
Vancouver via S'hai & Japan &c.	Monteagle	C. P. R.	24, Feb.
New York via Panama	Royal P.	B. L. L.	24, Feb.
San Francisco and San Pedro	M. S. Dollar	R. D. Co.	1, Mar.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	2, Mar.
Mexican, Peruvian and Chile	Anyo M.	T. K. K.	10, Mar.
Ports via Japan	Nippon M.	T. K. K.	27, Apr.

AUSTRALIA.

Australian Ports	Aldenharn	G. L. Co.	19, Feb.
Australian Ports via Manila	Taiyuan	B. & S.	22, Feb.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai	Kwongsang	J. M. Co.	14, Feb.
Shanghai	Hangsang	J. M. Co.	14, Feb.
Shanghai	Shaohsing	B. & S.	14, Feb.
Shanghai	Chenan	B. & S.	14, Feb.
Shanghai & Kobe	Kawashima	N. Y. K.	15, Feb.
Bombay via S'pore & Colombo	Jensen M.	N. Y. K.	16, Feb.
Shanghai & Kobe	Tosa M.	N. Y. K.	17, Feb.
Haiphong	Singan	B. & S.	18, Feb.
Haiphong	Taksang	J. M. Co.	18, Feb.
Shai, Moji, Kobe and Y'hama	Namur	P. & O.	28, Feb.
Shanghai & Kobe	Rangoon M.	N. Y. K.	20, Feb.
Bombay via S'pore, Port S'ham, Penang & Colombo	Hokkai M.	O. S. K.	20, Feb.
Calcutta via Singapore etc.	Colombo M.	N. Y. K.	22, Feb.
Shanghai, Kobe & Yokohama	Atlantique	M. M.	23, Feb.
Singapore, Penang and Calcutta	Fooksang	J. M. Co.	23, Feb.
Kobe & Yokohama	Suwa M.	N. Y. K.	23, Feb.
Delagoa Bay, D'ban, E.L'don &c.	Gujarat	B. L.	26, Feb.
Singapore, Mauritius & South African Ports	Salamis	B. L. L.	End Feb.
Shanghai	Ti'panas	I.O.J. L.	Q. desp.
Shanghai	Ti'karom	J.O.J. L.	Q. desp.
Shanghai	Ti'kembang	J.O.J. L.	Q. desp.
Shanghai	Ti'manook	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Ti'kini	J.O.J. L.	Q. desp.
Java	Ti'liwong	J.O.J. L.	S. half O.
Japan	Ti'bodas	J.O.J. L.	F. half O.

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA PANAMA CANAL.

S.S. "INDRACHIRI"

Will Depart on the 20th February, 1915.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.
Telephone No. 215, Sub. Ex. 9. Agents.

Hongkong, 12th February, 1915.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS TO MARSEILLES, LONDON & LIVERPOOL.

A frequent Service of Fast Cargo Steamers will be maintained between above ports commencing with the

"CITY OF DURHAM,"

sailing from Hongkong on the 18th February, to be followed by the "City of Corinth" on the 30th March and other high powered steamers at frequent intervals.

For rates of freight and further information apply to

THE BANK LINE, LTD.
Hongkong, 6th February, 1915. General Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. MONGOLIA will be despatched from this port on Wednesday, February 17, at 1 p.m., for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

The P. M. s.s. CHINA arrived at San Francisco on February 8.

MERCHANT STEAMERS.

The T. E. K. s.s. TENYO MARU will next leave for San Francisco, via usual ports, on Tuesday, 15th April, at noon.

The E. & A. s.s. ST. ALBANS left Sydney for this port via Queensland Ports and Manila, on 27th ult., and may be expected to arrive here on or about 18th February.

The Barber Line s.s. ST. EGBERT left New York for Hongkong via Suez Canal on the 2nd January and is due to arrive here about the beginning of March.

The Barber Line s.s. BOLTON CASTLE for Hongkong via Panama Canal left New York on the 24th January and is therefore due to arrive here about the beginning of April.

The Australian Oriental Line s.s. TAI-YUAN left Port Darwin on 5th Feb. for Hongkong via Philippine Ports, and may be expected to arrive here on or about 17th instant.

The American and Oriental Line s.s. ROYAL PRINCE arrived at Yokohama on the 8th inst. and may be expected at Hongkong on the 13rd inst.

The E. & A. s.s. ST. ALBANS from Sydney &c. is due at Manila on 16th inst. and may be expected to arrive here on 19th instant.

The Megal Line s.s. LENNOX from United Kingdom to Hongkong left Singapore on 11th inst. and is therefore expected to arrive here on the 17th instant at daylight.

VESSELS IN PORT.

Steamers.

Ti'liwong, Dut. s.s. 3,600, Oldenburg, 7th inst.—Batavia, Gen.—Java China Japan Line.
Loongsang, Br. s.s. 1,022, Leank, 9th inst.—Manila, Gen.—J. M. & Co.
Hulohow, Br. s.s. 1,222, Shane, 9th inst.—Hollow, 7th inst. Gen.—B. & S.
Riojan Maru, Jap. s.s. 2,479, Y. Yamaguchi, 9th inst.—Singapore, 2nd inst. Gen.—D. & Co.
Anna, Norw. s.s. 1,017, F. Olsen, 9th inst.—Haiphong, 6th inst. Rice—T. & Co.
Ishin Maru, Jap. s.s. 921, R. Miskawa, 8th inst.—Swatow, 8th inst. Gen.—China.
Dalgi Maru, Jap. s.s. 846, S. Kanato, 11th inst.—Swatow, 10th inst. Gen.—O. S. K.
Ti'liwong, Dut. s.s. 3,383, N. V. Wyh Jutassen, 12th inst.—Java, 4th inst. Gen.—J. O. J. L.
Kaga Maru, Jap. s.s. 2,541, I. No. 11th inst.—Jairen, 4th inst. Beans—M. B. Co.
Kamo Maru, Jap. s.s. 5,232, R. Shimidzu, 12th inst.—Yokohama, 7th inst. Gen.—N. Y. K.
Halohow, Br. s.s. 1,267, W. O. Passmore, 11th inst.—Swatow, 10th inst. Gen.—D. L. & Co.
Tean, Br. s.s. 1,350, E. Walker, 12th inst.—Manila, 8th inst. Gen.—B. & S.
Seattle Maru, Jap. s.s. 3,833, Saitow, 12th inst.—Manila, 8th inst. Gen.—O. S. K.
Mongolia, Am. s.s. 8,750, E. R. Master, 12th inst.—San Francisco, 6th inst. P. M. Co.
Hulohow, Br. s.s. 895, W. F. Free, 12th inst.—Pachoi, 11th inst. Gen.—B. & S.

TO SAIL

CANADIAN PACIFIC RAILWAY CO.'S

STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

24th FEBRUARY & 1st MAY.

Subsequent dates of sailing will be announced later.

Passage Rates:—

VANCOUVER £31; LONDON £43 & £45.

Rates to other points furnished upon application.

For Freight or Passage apply—D. W. CRADDOCK, Hongkong, 18th January, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON, VIA PANAMA

THE Steamship

"ROYAL PRINCE"

Captain Coull, will be despatched as above on Wednesday, 24th February.

For Freight etc. apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, 29th January, 1915.

CONSIGNEES

AMERICAN ASIATIC S.S. CO. NOTICE TO CONSIGNEES. FROM NEW YORK.

THE Steamship

"CHINESE PRINCE,"

Captain H. J. Davis, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Wednesday, 17th inst., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO., General Agents.

Hongkong, 9th February, 1915.

CONSIGNEES

"DEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES. THE Steamship

"BENVENUE"

From LEITH, MIDDLEBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 23rd Feb. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th February, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.O. Fifth Edition; Engineering, First and Second Edition; Western Union and Wetters.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON WATER LINE	ENTRANCE BREADTH	DEPTH OF WATER AT LOW TIDE	DEPTH OF WATER AT HIGH TIDE	HEIGHT OF WALLS
KOWLOON					
No. 1 Dock, Kowloon	100'	30' to 100'	10'	12'	10'
No. 2 Dock, Kowloon	110'	14'	10'	12'	10'
No. 3 Dock, Kowloon	110'	14'	10'	12'	10'
Patent Slip, No. 1 Kowloon	110'	14'	10'	12'	10'
Patent Slip, No. 2 Kowloon	110'	14'	10'	12'	10'
TAI-KOK-TSUI					
Compass Slip, No. 1	110'	14'	10'	12'	10'
ABERDEEN					
Hong Dock	110'	14'	10'	12'	10'
Largest Dock	210'	210'	21'	21'	21'

HEAD OFFICE: KOWLOON. Telephone No. 1 K.

Please Address Enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N., Kowloon Dock Hongkong.

OWN OFFICE: QUEEN'S BUILDINGS. Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, FEBRUARY 13, 1915.

THE PLAIN DEAL BOX.

A Chinese Story from "Truth."

Hsia Wei-lu was a friend of mine. He kept a small laundry in Chotwell Street, London, E., and he took more pains with my collars and cuffs and dress shirts than all the purely British laundries in the Kingdom would have taken. But gratitude for well-groomed linen was not the only foundation stone of our friendship. I had been born in North China, and lived there for the first twenty-five years of my life. Obviously enough, Hsia Wei-lu had served my father in a minor capacity, and had known me as a child. I spoke his language, and understood more fully perhaps than any Englishman this side of Suez his hopes and aspirations and superstitions.

Therefore it came to pass that when I called, I was allowed to penetrate behind the shop into the small darkish parlour where Hsia Wei-lu kept flamboyant pictures of his favourite demons, his ancestral tablets, and his papa. Wei-lu's papa had been a sailor in his younger days, and had been attached to one of my father's trading vessels. He was now a great age and useless as a laundry hand, for he was too feeble even to turn the mangle. He sat all day with his feet in the fender and his yellow hands spread out to the blaze, mowing and mumbling to himself in his own tongue, and shaking his head like the mandarin one used to buy in china shops.

And he invariably wore over his loose blue native garment a green and brown shooting coat which I had given him, with a patch of leather on the right shoulder.

I have reason to believe that when I was not expected he smoked opium. His face was as yellow as the skin of a banana.

In the winter of '98 I had been at Bordighera for a month, and on my return I felt it incumbent on me to bring myself up to date with such news as Hsia Wei-lu had to retail. Also after twenty-five years in the mysteriously beating heart of the East one misses it badly. I wanted to smell joss sticks, and to see naughty demons prancing amid scarlet and gold dragons, and to watch the pigtail of Hsia Wei-lu's papa go jerk-jerk on the green and brown back of my old shooting coat.

After a string of conventionalities, Hsia Wei-lu ushered me into the dimly lighted back parlour. The demons were there, and the ancestral tablets, and the smell, but Hsia Wei-lu's papa was extremely conspicuous by his absence. I looked my surprise, and Hsia Wei-lu shrugged his shoulders.

"My father went to join his honourable ancestors a fortnight after your august departure," he said, using exactly the same level intonation for each word.

"Good Heavens, Hsia Wei-lu! Was he long ill?"

"He was very sick for a week, and then he appeared to be recovering. I made the proper offerings, but one morning in the time it takes to drink one cup of tea he was gone."

"Where did you bury him, man?"

"Oh! as for that—in the big cemetery beyond the river, in the part where all my countrymen lie," said Hsia Wei-lu, smoothly. I stared at him, whilst the English clock in the shop struck eleven. His eyes grew narrower and narrower, till at last they were jet-black like the merest elite of flesh; but his mask-like expression did not change.

But I was not born among mask faces and narrow eyes for nothing.

"And what did you put in the coffin, Hsia Wei-lu?" I asked, softly.

Hsia Wei-lu opened his eyes

to their ordinary width. He was not at all disconcerted.

"Sacks of earth," he said, calmly; "not too full, as suits the weight of an old, old man. To unscrew the lid was a child's work, and the honourable undertakers made no complaint."

I sat down in the very chair which the old gentleman had so perpetually occupied, and I looked up at Hsia Wei-lu, and Hsia Wei-lu looked down at me.

"And when you return to China, Wei-lu—?"

"I shall take that which honourably was my father with me, so that he may lie among his own folk, as is but fitting."

"But you are doing well here—that may not be for twenty years—eh?"

"Possibly. Meanwhile the bones, which I have most reverently boiled with all the proper prayers, will take no harm—unless—"

"Unless what?"

"Unless the Sin Sang should give me away to his English police."

Mechanically I put out my hand, and Hsia Wei-lu shook it respectfully.

My own father had wished to lie with his forebears, and at immense expense and trouble it had been accomplished, for he came of an Essex family, and had died at Peking.

I sat and ruminated, and the smell of all the East comprehended in a smouldering joss-stick and something which Hsia Wei-lu had been cooking rose to my brain and utterly stifled my British consciences.

"Hsia Wei-lu," I said, slowly,

"I had come to-day to tell you some great news, but yours being greater I had almost forgotten it. I am going back to China next month to see to some matters of business. The new manager is not making a success of things."

Hsia Wei-lu saluted deferentially.

"There were few likely to follow with distinction in the august steps of your honourable father."

"Quite so. It has just occurred to me that a wooden box—not too large and nailed securely—would be inconspicuous. It might lie in my cabin-trunk. The older Custom House officials are very kind to me, Hsia Wei-lu—they have known me and my family so long—"

"I waited again, and the clock went on ticking and the joss-sticks went on smelling."

If Hsia Wei-lu had been a Hindu he would have grovelled to kiss my feet. If he had been an Italian he would have capered. But his country is too old a one to abate any jot of dignity even in the supremest of moments. All he did was to raise his right hand slightly, rather like an Anglican priest pronouncing a benediction.

"May evil spirits forsake your honourable threshold for ever, Sin Sang! The box shall be ready without fail."

It was a neat box of white deal, not much more than 20 inches long and 10 deep—a most respectable, modern box, capable of containing the garnered fruits of a collector's hobby.

I labelled it "Specimens, with care," in case any young official might pull it from the depths of my cabin trunk and wax inquisitive. I should then have rejoiced that rash youth to an older official, well known to me, who had been tender with my cases of moths and butterflies for many a year, and should have asked if there was any need to disturb them now. I should not have considered it necessary to mention that these particular specimens were a carefully articulated set of bones, white as milk, with the nails and teeth separately bestowed in match boxes.

Hsia Wei-lu had brought the box round himself one night, carrying it under his arm, and had entrusted it to my august keeper ceremonially. He had then departed with a light footstep and (as I knew) a lighter heart, and I had made one humble sojourn of the great Celestial Empire so much my friend that he would have esteemed it a privilege to be torn to a thousand pieces for my sake.

We sailed on a Wednesday.

Hsia Wei-lu's papa was left in supreme peace beneath my new pyjamas. The weather lived up to its best traditions till Singapore was a bank of cloud on the horizon, and then the most optimistic passengers on board shrugged their shoulders and smoked hard.

With the exception of a girl going out to Hongkong to be married and half a dozen tenderfoots on their way to start a career in the Far East, we most of us knew the insidious signs of a typhoon.

The Hoogli was an old boat. We didn't want a typhoon.

After a typical lull it broke on a Sunday morning, and by tea-time the captain himself was despondent. It is merely lost labour to set one's self the task of describing the indescribable. The booming, rushing, whistling horror was playing with our four thousand-ton craft as a prize fighter might play with a ping-pong ball.

We turned in when the time came, because there was nothing else to do; but I do not suppose there was one half-hour's real sleep on all that tormented, straining vessel. I lay on my back, and in a hideous daze confused my spine with the keel of the Hoogli and found myself saying, "The wave after next must break it."

I remember thinking sadly of the plain deal box lying beneath the pile of green pyjamas with a brown stripe. At least Hsia Wei-lu's papa would rest in his own waters—that was something.

But at eight o'clock in the morning we were still afloat, and the mad whistling of the wind was a thought—just a thought—less frantic. My steward staggered in with a cup of tea. His face was haggard, but he smiled.

"Going to get through, sir—wind's dropped a lot since six o'clock, sir."

I roused myself at the man's words, and faced the possibility of living once more.

"With luck, then, we'll make Hongkong to-morrow," said I.

"Only twelve hours late, sir. We were drifting helpless in the night, sir, blown bang out of our course—close up to a chain of rocks. If it hadn't been for one of the stokers—a Chinese—I'd have been asking Davy Jones 'is tea instead of yours, sir.'"

"One of the stokers?" I repeated. Stokers are not, as a rule, save indirectly—a power on such vessels as carry His Majesty's mails.

"They say it was a stoker, sir, but none of the others won't let on—trust a Chinese. They pretend they don't know nothing about 'im. 'E was breakin' all rules and regulations, and 'e knows better than to give 'isself away."

"Let's have the thing connectedly, steward."

"Yes, sir. This is how it was. One of the yellow faces must have got into a purple funk—if you ask me—he must 'ave went sort of must, sir. Up he goes, shoves away the men at the wheel, and takes their place."

"But what on earth were they doing?"

"Can't rightly make out, sir. They seem to have been took by surprise and sort of dazed. Anyway, before they could stop him the Chinese puts the helm over and changes the ship's course. It seems he must have known of those rocks, and the old—the Captain didn't see, sir? We just shaved 'em, sir."

"I should like to shake that stoker's hand," said I—"both hands."

"Yes, sir. Funny thing, too—the steward clutched at the shelf above my head to steady himself as the boat lurched—he was an oldish chap, they say, in European clothes—a green shooting jacket with a patch of leather on the right shoulder and a horrid yellow face. They wear to the shooting jacket. There ain't one aboard now. Still, 'e might 'a' chucked that overboard since, and there's two or three oldish chaps, and their faces is all yellow. Beg yer pardon, sir, did you speak?"

"Nothing, oh, nothing!" said I. "I'm—I'm—going to get up, steward. Just see if it's possible to have a bath. I shall be interested to hear whether the stoker who saved a hundred lives last night—confesses. Let me know."

"Yes, sir, I will, sir."

The steward looked carefully at me, and I lay on my back and thought hard. The wind dropped another four points, and I got up and dressed.

Later on, still thinking hard, I packed. And as I readjusted the pile of pyjamas over Hsia Wei-lu's deal box I touched it very tenderly indeed.

I tell you the Customs would be kind to that box. And they were!—Truth.

very fully that the desired results can only be attained after much patient experiment and adjustment. At present the Bureau is engaged in putting into operation a programme of industrial instruction which is "logical in sequence from grade to grade and in close harmony with the industrial needs of the community."

In fact, the Americans are preparing Filipino boys and girls in the most practical way for the industrial, commercial, domestic activities in which later on they are to have a part.

The population of the Philippines is roughly eight millions, and of this over half a million are being educated in the primary, intermediate, or secondary schools under control of the Bureau. Boys and girls enter a primary school about the age of seven and remain for four years. During these years they pass successively from Grade I to Grade 4; the daily school work of Grade 1 is 44 hours and of the other grades five hours. One quarter of the time is spent in industrial work, mainly sewing or weaving. The Philippines are particularly rich in industrial fibre plants—ferns, grasses, the bamboos, palms, and rattans. These have an extraordinary range of commercial use, from building a house to making a dress, and one of the most valuable "Bulletins" issued by the Bureau gives a description of these plants, their distribution, method of preparation, uses. In the departmental museum at headquarters I was shown specimens of exquisite basket work done by children of eight and nine years of age.

From the primary schools a large number of the children pass on, approximately at the age of 11, to one of the intermediate schools. Here specialization begins at once. Such early specialization is defended, and would appear to be justified, by the conditions of the country. If specialization were delayed until children entered the secondary schools, a large proportion of them would leave school without any special preparation to fit them for useful careers in the more or less humble stations in life to which the activities of the majority are necessarily confined. There are six special courses provided; the general course, courses for teaching, course in farming, trade course, course in housekeeping and household arts, and course in business. Obviously every intermediate school cannot offer every course, but the 278 intermediate schools are so distributed throughout the islands that any pupil has facilities for practically a complete freedom of choice. In the general course, about one quarter of the time is spent in industrial work. During the first years the boys do basketry and handweaving, in the second year they do gardening, and in the third they devote themselves to woodwork. In all three years the girls are engaged in housekeeping. Here, again, the Bureau comes to the assistance of both teachers and pupils. "Bulletins" on school and home gardening, household arts, and woodwork have been issued, and they form not only excellent reference books for the teacher, but are really valuable contributions to the industrial progress of the country.

A striking example of the methods of the Bureau may be taken from the case of corn. In 1911 there was a deficiency in the rice crop in the Philippines. The result was a considerable rise in price and increased cost of importation. The Bureau seized the opportunity of teaching the Filipinos a lesson not only in economics, but also in diet. An admirable little "Bulletin" was prepared on corn. The "Bulletin" began by pointing out that, although the Philippine Islands are well adapted for the growing of corn, the United States, with only 10 times the population, produced annually over 500 times

AMERICAN WORK IN THE PHILIPPINES.

Educating a Native Race.

The Bureau of Education in the Philippines was created by the United States Philippine Commission in 1901. The story of that Commission has been admirably told by Dean Worcester in his work on the Philippines, much the best book that has been written about the islands and containing a most accurate and impartial account of the events leading up to and succeeding the American occupation. The main work of the Bureau is the administration of all the Public Schools (except those of the Moro provinces under a separate organization) in the Philippines, but its influence by no means ceases there. In addition to the 13 annual reports of the Director of Education, the Bureau has issued over 50 "Bulletins" (i.e., special reports) on the widest range of subjects for those interested or engaged in Philippine education. The Bureau has also published a course of six "Official educational lectures," a considerable number of text-books specially suited for local needs, and some 20 miscellaneous pamphlets. For the last two years the Bureau has also been responsible for a monthly illustrated magazine entitled "The Philippine Craftsman"—specially devoted to the advancement of industrial instruction in the Public Schools.

Industrial instruction is in fact the key-note to understanding the distinctive feature of the educational work which is being accomplished in these islands. There is no other country in the world where this is being done with the same systematic method, and the admirable work of the Americans deserves the closest study on the part of all those engaged in native education. Technical, Agricultural, and Trade Schools of course exist in various forms in most parts of the British Empire, but they not only touch only a fringe of our native subjects, but also a very small percentage of those natives who are receiving any education at all. The Americans would appear to be on the high road towards the solution of that difficult problem: how to educate a native without producing a Baboo or overstocking the market with inefficient, unemployable, and consequently discontented clerks.

This is high praise, though no more than is deserved, but it must not be imagined there are no rocks ahead. The Bureau realizes

the number of bushels. Then followed a clear and simple description of growing corn, from the selection of soil and seed to the harvesting. Meanwhile in the intermediate schools the girls were being taught how to prepare a variety of different dishes made from corn.

Such was the genesis of the famous corn campaign of 1913. Not only was the campaign a complete success, but the Bureau was directly responsible for what will eventually improve the diet—and, consequently, the physique—of the islanders. The old axiom that all native races in the tropics are naturally and incurably lazy finds no place in the American Bureau of Education. They have, indeed, seized upon the essential point; before you can teach a native the dignity of labour, you must teach him how to feed himself. In the special courses of the intermediate schools there is naturally some variation in the curriculum. The course for teaching is largely literary, though even here time is found for a period of industrial work every day for the first two years. In the third year, apart from lessons in method and daily practice in teaching, lessons are given in hygiene, sanitation, and "civics." In the housekeeping course nearly half the time is devoted to cooking, housekeeping, home sanitation and hygiene, and civics. I was specially struck by the eminently practical nature of the work. In one school I visited, before they did any cooking, the girls learnt to make their own dresses, and the majority were wearing dresses they had actually made themselves. The kitchen was, of course, scrupulously clean, but in all other respects was modelled exactly on the lines of a Filipino cottage. In most western cooking schools I have inspected girls may be taught to become admirable cooks in hotels or large houses, but they are inefficient or extravagant or discontented in a labourer's cottage. The reason is obvious: they have been learning either to make dishes which no labourer can afford to eat or to use utensils which no labourer can afford to buy.

In the trade course special attention is paid to drawing, and the boys spend from two to three hours every day in the shops. I spent an afternoon at the Philippine School of Arts and Trades, and found boys engaged in making the most beautiful mahogany furniture, wheelwrighting, repairing automobiles, woodworking, machinery, blacksmithing, and ceramics. There are six "farming" schools in the islands, distributed so that every boy has a reasonable chance of attending one if his parents wish. Here the academic work is confined to reading, writing, composition, and arithmetic. The theory of agriculture occupies from six to three periods a week, and the rest of the time is devoted to farm work, alternating with carpentry or repair work on rainy days or when needed. Each school has upwards of 10 hectares of good land for experimental purposes. These farm schools deserve close attention. They might be imitated with advantage even in England, and in English Colonies they ought to form an integral portion of the educational system. It may be observed that they are not agricultural colleges, nor, as far as I could see, do they attempt the impossible task of combining a high school education with the so-called preparation for agricultural life. The remaining course in the intermediate schools is that for business. The most prominent features of the curriculum are arithmetic, spelling and dictation, correspondence, penmanship, civics, and geography, and, of course, type-writing and book-keeping.

A limited number of pupils pass from the intermediate schools to the high schools. There are 44 of these in the Philippines, but

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VOLUNTEER-ORDERS.

Corps Orders issued to-day by Major D. Macdonald state:—

Musketry (Part 1).—Trained men and recruits of the Engineer Company, Saturday, 20th at 2.30 p.m. and Sunday, 21 February at 9.30 a.m. Members must attend punctually at the times stated. Any man arriving late will not be allowed to fire. Officer on duty in the Butte, Sanjay, 20th Feb., Lt. Wright; Sunday 21st Feb., 2nd Lt. Marbury. An officer of the Engineer Company will be present each day to take charge of the firing point and sufficient N.C.O.'s of the Engineer Co. will attend to assist the Instructor. Field Glasses should be carried by every man possessing them. Officers' Training Lecture.—Thursday, 18th February, Lieut. Col. Moberly, D.S.O.

Parades.—Parades for Monday, 15th, Tuesday, 16th and Wednesday, 17th February, nil.

Detail.—Orderly Officer to-day and to-morrow, Lieut. Kennett; on 15th and 16th February, Lieut. Weill. Orderly Sergeant to-day and to-morrow, Sergt. Cooper; on 15th and 16th February, Sergt. Bullock. To furnish Guard to-night, Scouts Company; to-morrow, Scouts Company; on 15th February, No. 2 Section Artillery, on 15th February, N. 1 Section Artillery and Light Section, M. G. Co., on 17th February, Centre Section, M. G. Co.

A Tientsin Wedding.

The marriage of Mr. Wilfrid Rail Robertson, second son of the late Union Robertson, D.D., and Mrs. Robertson, and grandson of the late Mr. P. O. Rail, to Miss Beryl Agley-Davies, younger daughter of Mr. and Mrs. A. F. Agley-Davies, of Cardiff, was solemnized at St. Paul's Church, Tientsin, recently and was witnessed by a large number of friends.

only 16 afford the full four-year course, and the pupils are either going to become teachers (in which case they pass on to the normal school) or are going to enter some other profession. A few pass on to the university, which is being gradually reformed to fit in with the national system of education. Some pupils spend one or two years at a secondary school, and pass from there to a higher trade school, the Central Luzon Agricultural School, or special schools such as the Philippine School of Commerce. The whole system is being wisely built up from below, and the Bureau of Education will provide further special secondary schools as the demand grows. In all these schools, the teaching is entirely in English, and the pupils learn no other language until they enter a high school, and even then the number learning a second language is almost negligible. "Civics" in one form or another is a definite part of the curriculum in all schools, but a special word of praise is due to an admirable little volume called "Right manners and good conduct" in use in all elementary schools. In its way this book is the best I have ever seen.

Nearly 10,000 teachers are engaged in carrying on this work, and no less than 94 per cent. of them are Filipinos. The total amount of money spent is rather over \$7,000,000 (roughly, £1,400,000 sterling). In India, with a population 38 times as large, we spend a little over five millions sterling annually.—Times.

PUBLIC AUCTIONS.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

A Valuable Collection of
Antique China & Curios
(Just arrived from the North, be-
longing to the property of the well-
known collector, Lah Ven Kee).
THE Undersigned has received
instructions to sell by Public
Auction on

Friday & Saturday,
the 19th & 20th February,
1915, commencing each day at
2.30 p.m. at his Sales Rooms,
Duddell Street.

A Valuable Collection of
Antique China & Curios from
Sung to Ming Dynasties and
Kaighi to Towkong Periods,
comprising:

3-coloured, 3-coloured and Blue
and White Vases, Plates, Bowls,
Cups and Figurines, etc.
Sung-de-boeuf Vases, white
"Goddess of Mercy" Mng.
Old Gold Inlaid Bronzes, Ming
Fine Crystal Vases and Snuff
Bottles.

Porcelain and Agate Snuff
Bottles.
Green and Red Jade Ornaments,
Old Lacquered Screens with
5-coloured Decoration and Black-
wood Screens with Blue & White
& 5-coloured Kanghi & Kienlung
Porcelain Plaques, Porcelain
Plaques Inlaid in Wood, etc., etc.

Also
A Few Pieces of Finely Carved
Soochow Redwood.
N.B.—The Undersigned will
give a 2-weeks' guarantee as to
the genuineness of the articles
offered.

Catalogues will be issued.
On view from Wednesday, the
17th inst.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

PRELIMINARY NOTICE.
THE Undersigned has received
instructions from the well-
known dealer, Lah Ven Kee
(Shanghai), to sell by Public
Auction on

MONDAY & TUESDAY,
the 8th & 9th March, 1915, com-
mencing each day at 2.30 p.m.
at his Sales Rooms,
Duddell Street.

A Large and Valuable Collec-
tion of Antique China and
Curios.
(Full particulars will appear
later)

GEO. P. LAMMERT,
Auctioneer.

HUGHES & HOUGH,
AUCTIONEERS.

For the benefit of the Prince of
Wales' Fund, the Belgian Relief
Fund, Tobacco and Cigarette
Funds.

The Undersigned have received
instructions to sell by Public
Auction,
(For account of the concerned),
on

THURSDAY,
the 18th February, 1915, at 3
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A 40 H.P. four Cylinder
Limousine Car,
built by STODDARD DAYTON.
Seating accommodation for
Six Passengers. In Per-
fect Running Order.

On view at the Garage of the
Dragon Cycle Co.
Inspecting Orders will be issued
by the Undersigned.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th February, 1915.

NOTICE

KOWLOON CANTON
RAILWAY.
NOTICE.

MIXED FOURSOMES
COMPETITION.

The Public is hereby notified
that on Monday, February 15th,
for the convenience of competi-
tors in the above Competition, the
train advertised to leave Kowloon
at 11.25 a.m. will be run in two
portions. The first portion leav-
ing at 11.10 a.m. (last Ferry 10.55
a.m.) will run Express to Sheung
Shui and will be only available
for passengers holding First
Class Tickets. The second por-
tion leaving at 11.25 will make
the usual calls.

By order,
H. P. WINSLOW,
Manager.

Kowloon, 11th February, 1915.

Don't forget after the Show
Sunder and Light Refreshments
AT EXANDRA CAFE,
Queen T. & Adelaide.

ENTERTAINMENTS.

THEATRE ROYAL.

MESSRS. GONSALEZ BROS.

PRESENT

THE ITALIAN GRAND OPERA COY.,

ON FEBRUARY 15th.

IN EXTENSIVE REPERTOIRE.

"RECORD BOOKING."

Don't Miss the Musical Treat of the Season.

MONDAY 15th February.

Grand Opening Night.

"IL TROVATORE"

(English, The Troubadour.) Opera in Four Acts.

TUESDAY 16th February.

"LA TRAVIATA"

Opera in Three Acts.

Founded on Dumais' "Lady of the Camellias" but the Period is

Changed to the time of Louis XIV.

Score by Giuseppe Verdi.

Prices: \$3.00 \$2.00 & \$1.00

Booking at MOUTRIE'S.

A. CARPI, Business Manager.

GEO. LESLIE, Advance Representative.

THEATRE ROYAL,

HONGKONG.

SATURDAY, FEBRUARY 27th,

AT 9 P.M.

GRAND EVENING CONCERT.

PROCEEDS TO GO TO

ALLIED FORCES' TOBACCO FUND.

Under the distinguished patronage of H.E. the Governor,

Sir Henry May, K.C.M.G., H.E. Major-General Kelly, C.B., and

Commodore Anstruther, C.M.G.

Special programme by well-known local artists, concluding with an

amusing Sketch, entitled

"PACKING UP"

as performed with great success in London and abroad.

BAND OF 25th PUNJABIS

By kind permission of Lt.-Col. Moberly, and Officers.

PRICES AS USUAL.

Booking at MOUTRIE'S.

VICTORIA THEATRE.

The Thrilling Detective Picture

"FANTOMAS"

The False Magistrate

in 3 Parts—4,000 Feet Long.

Ragtime Duet "Hypnotizing Man."

THE MCLEMENTS.

Nautical Absurdity: Jack's Ashore

SLADE & DELMAR.

THE GREEK SLAVE DANCE.

THE SLAVE, MISS IRENE DELMAR

THE GAOLER, Mr. M. H. SLADE.

Comic, Historical & Interesting Films.

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY

Commencing Saturday, 13th Feb.

"THE FATAL ENCHANTRESS"

a great exclusive drama

in 5 parts—Length 8,000 Feet.

Also

MISS MAY CLARKE—in her latest songs.

Wednesday, 17th Feb.

Grand Complete Change of Programme

including WAR PICTURES.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE & GENERAL BROKER

A VALUABLE COLLECTION OF ANTIQUE CHINA & CURIOS

(Being the property of the collectors, Kwong Yung & Co.)

The Undersigned has received instructions to sell by Public

Auction on

Monday, Tuesday & Wednesday, the 1st, 2nd & 3rd March, 1915,

commencing each day at 2.30 p.m. at his Sales Rooms,

Duddell Street.

A Valuable Collection of Antique China & Curios from

Sung to Ming Dynasties & Kaighi to Towkong Periods,

comprising:

5-coloured, 3-coloured & Blue & White vases, plates, bowls,

cups & figures etc., etc.

Sung-de-boeuf vases, White "Goddess of Mercy," Ming

incense burners.

Large bronze vases, wine cups, incense burners, Sung.

Jade, agate & porcelain bottles.

Green & red Jade Ornaments.

Old Pekin cloisonne vases & incense burners.

Old lacquered screens with 5-coloured decoration &

blackwood screens with blue & white & 5 coloured Kanghi &

Kienlung porcelain plaques, pottery & porcelain pictures in-

laid in wood etc., etc.

also

Soochow red wood curio cabinets, side tables, flower

stands etc.

(Full Particulars from Catalogue).

On view from Thursday, the 25th February, 1915.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

OFFICIAL MARKET PRICES

Hongkong, January 20, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Out, — Mei Lung Pa	lb.	21
" Corned, — Ham Ngau Yuk	"	21
" Roast, — Shiu	"	21
" Breast, — Ngau Lam	"	19
" Soup, — Tong Yuk	"	18
" Steak, — Ngau Yuk Pa	"	22
" do., — Sirloin, — Ngau Lau	"	33
" Sausages, — Ngau Cheung	"	26
Bullock's Brains, — No	per set	12
" Tongue, fresh, — Ngau Li	each	60
" corned, — Ham Ngau Li	"	60
" Head, — Ngau Tau	"	\$1.20
" Heart, — Ngau Sum	"	14
" Hump, Salt, — Ngau Kin	"	22
" Feet, — Ngau Keuk	each	12
" Kidneys, — Ngau Yiu	"	20
" Tail, — Ngau Mei	"	30
" Liver, — Ngau Kon	lb.	13
" Tripe (undressed), — Ngau To	"	6
Calves' Head & Feet, — Ngau-tai-tau-keuk	set	\$1.20
Mutton Chop, — Young Poi Kwat	lb.	26
" Leg, — Young Poi	"	24
" Shoulder, — Young Shau	"	26
" Saddle, —	"	27
Pigs Chittlings, — Chu Chong	"	27
" Brains, — Chu No	per set	24
" Feet, — Chu Keuk	lb.	14
" Fry, — Chu Chap	"	16
" Head, — Chu Tau	"	16
" Heart, — Chu Sam	each	12
" Kidneys, — Chu Yiu	"	18
" Liver, — Chu Kon	lb.	30
" Corned, — Ham Chu Yuk	"	26
" Leg, — Chu Pei	"	30
" Fat or Lard, — Chu Yau	"	20
Sheep's Head and Feet, — Young Tan Keuk	set	60
" Heart, — Young Sam	each	8
" Kidneys, — Young Yiu	"	12
" Liver, — Young Kon	lb.	27
Sucking Pigs, to order, — Chu Tai	"	22
" Mutton, — Shang Young Yau	"	22
" Suet, Beef, — Shang Ngau Yau	"	27
" Mutton, — Shang Young Yau	"	19
" Veal, — Ngau Tsai Yuk	"	20
" Sausages, — Ngau Tsai Cheung	"	20
" Lard, — Chu Yau	"	22

POULTRY.

Chicken, — Kai Tsai	lb.	30
Capons, Large, Small, — Sun Kai	"	30
Ducks, — Ap	"	24
Doves, — Pan Kau	"	18
Eggs, Hen, — Kai Tan (cooking)	per doz	24
Fowls, Canton, — Kai	lb.	34
" Hainan, — Hoi Nam Kai	"	28
" Goose, — Ngo	"	24
Pigeons, Canton, — Pak Kap	each	30
" Hoihow, — Hoi How Pak Kap	"	25
" Snipe, — Sha Tsai	each	23
" Turkeys, Cook, — Fo Kai Kung	lb.	65
" Hen, —	"	45

FISH.

Barbel, — Ka Yu	lb.	18
Bream, — Pin Yu	"	20
Canton Fresh Water Fish, — Hoi Sin Yu	"	17
Carp, — Li Yu	"	22
Catfish, — Chik Yu	"	15
Codfish, — Man Yu	"	18
Crabs, — Hai	"	24
Cuttle Fish, — Muk Yu	"	18
Dab, — Sha Mang Yu	"	14
Dace, — Wong Mei Lap	"	15
Dog Fish, — Tit To Sha	"	12
Eels, Conger, — Hoi Man	"	13
" Fresh water, — Tam Sui Yu	"	20
Eels, Yellow, — Wong Sin	"	32
Frogs, — Tin Kai	"	33
Garoupa, — Shok Pan	"	45
Gudgeon, — Pak Kap Yu	"	18
Herrings, — Tao Pak	"	23
Halibut, — Cheung Kwan Kap	"	28
Labrus, — Wong Ka Yu	"	20
Loach, — Wu Yu	"	26
Lobsters, — Lung Ha	"	30
Mackerel, — Chi Yu	"	32
Monk Fish, — Mong Yu	"	32
" Willet, — Chai Yu	"	20
Oysters, — Shang Ho	"	24
Parr, t Fish, — Kai Kung Yu	"	12
Pereh, — Tai Lo	"	24
Pike, — Pa Pan Fong	"	18
Plaice, — Pan Yu	"	14
Pomfret, Black, — Hak Chong	"	28
Pomfret, White, — Fak Chong	"	32
Prawns, — Ming Ha	"	40
Ray, — Pai Pa Sha	"	12
Roach Fish, — Shok Kau Kung	"	18
Roach, — Chun Yu	"	12
Salmon, — Ma Yu	"	35
Shark, — Sha Yu	"	8
Skate, — Po Yu	"	10
Shrimps, — Ha	"	24
Snapper, — Lap Yu	"	32
Sole, — Tai Sha Yu	"	32
Tench, — Wan Yu	"	20
Turbot, — Cho How Yu	"	20
Turtles, small, fresh water, — Keuk Yu	"	64

FRUITS.

Almonds, — Bang Yan	lb.	35
Apples (California), — Kam Shan Ping Kho	"	18
" (Chefoo), — Tin Chun Ping Kho	"	18
" Small, — Hoi Tong	"	18
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb.	18
" (brides), Macao, — San Heung Chiu	"	3
Chestnuts, Chinese, — Fong Lai	"	18

肉食

Carambola, — Young To	each	0
Coconuts, — Ye Tso	each	12
Grapes, — Po Tai Tso	lb.	8
Lemons, China, — Ling Mang	"	6
" America, — Kam Shan Ling Mang	"	10
Lichees Dried, — Lai Chi, small Stone	"	80
" Fresh, —	"	80
Oranges, (Canton), — Shan-ahang Tim Ching	lb.	18
" Sweet, —	"	18
Pears, (American), — Kam San Shook Lay	"	18
" (Canton), — Ching Li	"	18
Peanuts, — Fa Shang	"	10
Perseimons Large, — Hung Tso	"	8
Pine-apples, 1st quality, — Pun Ti Po Lo	each	1
" 2nd, — Chung-tang Po Lo	"	1
Plantain, — Tai Chiu	lb.	8
Plums, — Swatow, Hung Lai	"	15
Pumelo, Siam, — Chiu Lo Yau	each	15
" Shanghai, — Lo Kwai	"	15
Walnuts, — Hop To	lb.	15
" Green, — Sang Hop Tso	"	15
Water Melon, — (Am.) Kom San Sai Kwa	each	1

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-hoi Ah Chi	lb	—	丁厝
Cheuk	"	—	澳門
Beans, (French), Macao, —Oh Moon Pin Tau	"	—	
(French) Shanghai, —Sheung Hai Pin	"	—	
" Sprout, —Ah Ohoi	"	8	滷竹
" Long,—Tau Kok	"	10	浸豆
Beet Root,—Hung Ohoi Tau	each	8	紅頭菜
Bitter Squash,—Fu Kwa	"	8	青瓜
Brinjals, Green,—Ching Yuan Kwa	"	8	青瓜
" Red,—Hung Ke	"	6	紅茄
Cabbage, Chinese, (common)—Kai Tsoi	"	10	芥菜
Cabbage, Shanghai,—Ye Tsoi	"	14	菜絲
Cane Shoots, bunch,—Kau Shun	lb.	8	金條
Carrots,—Kam Shun	"	12	金條
Celery, Chinese,—Tong Kan Tsoi	"	12	唐芹
Chillies Dried,—Kon Lap Chiu	"	30	乾辣椒
" Red,—Hung Fa Chiu	"	18	紅花椒
" Green,—Ching Lap Chiu	"	12	青辣椒
Curry Stuff, English,—Ka Li Chiu Liu	"	10	茄汁
Cucumbers,—Ching Kwa	each	2	青瓜
Garlic,—Sun Tau	lb	8	蒜頭
Ginger, young,—Sun Tse Keung	"	6	新子薑
" old,—Lo Keung	"	6	老
Horse Radish, Shanghai,—Lik Kan	"	15	力根
Indian Corn,—Suk Mai	each	5	山芋
Lettuce,—Yeung Shang Tsoi	"	1	洋生菜
Water Chestnuts,—Ma Tai	lb.	6	馬蹄
" Mandarin,—Kwai Lam Ma Tai	"	8	桂蓮莖
Mushrooms, Fresh,—Shang Cho Ko	"	85	
Musk Melon, Amer.—Kam-san Hong Kwa	each	—	山
Okra	lb	12	
Onions Bombay,—Yeung Chong Tau	"	8	蔥頭
" Green,—Shang Chong	"	6	洋蔥
" Shanghai,—Sheung-hoi Chong Tau	"	6	上生蔥
Paraley,—Kun Tsoi	lb.	3	中芹
Green Peas,—Ching Tau	lb.	—	青豆
Potatoes, Sweet,—Fan Shu	"	3	番薯
" Shanghai,—Sheung-hoi Shu Tsoi	"	—	番薯
" Japan,—Yut Fun Shu Tsoi	"	3	木仔
" American,—Fa Ki Shu Tsoi	"	3	葛薯仔
" Foochow,—Foc-chow Shu Tsoi	"	—	龍州
Pumpkin,—Tong Kwa	"	3	冬瓜
Radish,—Hung Lo Pak Tsoi	"	5	紅蘿蔔
Rhubarb (Fresh)—Tai Wong	"	12	大黃
Sage,—Tse So	"	—	紫蘇
Shallots,—Kon Chung Tau	"	8	蒜子
Spinach,—Yin Tsoi	"	5	菠菜
Tomatoes,—Wai Ke	"	8	茄
Taro,—Wu Tau	"	6	
Turnip Puntí, (Long)—Lo Pak	"	5	蔴
" English,—Yeung Lo Pak	"	—	蔴
Vegetable Marrow,—Chit Kwa	"	4	瓜
(American)—Kwan Chit Kwa	"	—	
Water Cress,—Sai Yeung Tsoi	"	15	蔴菜
" Lily root,—Lin Ngau	"	6	蔴菜
Yams,—Ta Shu	"	6	大薯
English,—Yeung Kan Choi	"	—	洋芹
Tau	"	—	海菜



IZAL mixes equally well with all sorts of water and is not affected by contact with urine, in which respect it is immeasurably superior to the cheap black so-called disinfectants, which are comparatively very much dearer than IZAL, which can be diluted to ten times the amount and still have a greater germicidal power. IZAL is the result of years of experiment and scientific research.



THE MODERN HIGH-POWER GERMICIDE. A TRIUMPH OF CONCENTRATION.

OFFICIALLY ADOPTED BY HIS MAJESTY'S GOVERNMENT, THE GOVERNMENT OF INDIA, THE CROWN AGENTS, THE BOARD OF TRADE, AND LEADING RAILWAY COMPANIES, HOSPITALS, SANITARY AUTHORITIES, AND PUBLIC INSTITUTIONS THROUGHOUT THE BRITISH EMPIRE.

ONE GALLON
MAKES
400 GALLONS
EFFECTIVE
DISINFECTING FLUID.

Newton, Chambers & Co., Ltd., have been honoured by His Majesty King George with the Royal Warrant of appointment as Manufacturers of Disinfectants to His Majesty.

IZAL

"IN IZAL THEY HAD PUT IN THEIR HANDS A WORTHY AND FORMIDABLE WEAPON FOR BATTLING AGAINST BACILLUS." SIR JAS. CRICHTON-BROWNE, F.R.S.

WHOLESALE AGENTS:-

W. R. LOXLEY & CO.,
YORK BUILDINGS.

UNIFORM GERMICIDAL POWER GUARANTEED; MIXES EQUALLY WELL WITH SOFT, HARD, BRACKISH, OR SALT WATER; POSSESSES FAR GREATER GERMICIDAL POWER THAN CARBOLIC ACID AND EVEN MORE THAN PERCHLORIDE OF MERCURY, WHILE AT THE SAME TIME IT IS NEITHER POISONOUS NOR CORROSIVE.

ONE GALLON
MAKES
400 GALLONS
EFFECTIVE
DISINFECTING FLUID.

TRY IT IN YOUR BATH.
THE PLAGUE GERM IS DESTROYED BY

USE A DISINFECTANT
DAILY IN HOT WEATHER.
DISEASE GERMS BREED AT A MOST PROLIFIC RATE IN HOT WEATHER. FEVER WILL SEIZE A WHOLE FAMILY BEFORE A DOCTOR CAN ARRIVE. HOW MUCH



BETTER IS IT TO OBSERVE HYGIENIC LAWS AND PREVENT THE GROWTH OF INFECTIOUS BACTERIA BY USING AN EFFICIENT DISINFECTANT.



DESTROYS THE GERMS OF DISEASE

THE IDEAL DISINFECTANT
FOR
PUBLIC HEALTH WORK.
THOSE WHO USE IZAL FOR PERSONAL HEALTH AND COMFORT EMPLOY THE MOST EFFICIENT MEANS OF WARDING OFF INFECTIOUS DISEASE.



THE USE OF A LITTLE OF THIS IDEAL DISINFECTANT DAILY IS ALL THAT IS REQUIRED TO KEEP DOWN THE MOST PERSISTENT SMELLS AND TO DESTROY THE GERMS OF INFECTION.

If you have difficulty in obtaining supplies from your chemists apply to the
Wholesale Agents. Do not be put off with substitutes.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest 4th Feb.	1915. Lowest 4th Feb.	Last Divid and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$800	12,000	\$125	all	855	July 700	Oct. 825	800	£2.3/- at ex 1/105 equal to \$22.80 for 1/2 year ending 30/6/14
Marine Insurances.									
Canton Insurance Office, Ltd.	\$347 1/2	10,000	\$50	50	350	Dec. 305	Oct. 347 1/2	342 1/2	Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	£160	10,000	£15	5	145	May 133	Jan. 160	160	Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of Canton, Ltd.	\$820	2,400	\$250	100	847 1/2	April 700	Oct. 820	\$815	Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913
Yangtze Ins. Assoc. Ltd.	\$225	12,000	\$100	60	200	April 192 1/2	Jan. 225	215	Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
Fire Insurances.									
China Fire Ins. Co., Ltd.	\$150	20,000	\$100	20	160	July 140	Oct. 150	150	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	\$395	8,000	\$250	60	395	Feb. 365	April 395	399	\$27 for 1912
Shipping.									
China & Manila S.S. Co., Ltd.	\$36	30,000	\$25	all	10	Jan. 5 1/2	Dec. 6	6	\$1 for 1906
Douglas Steamship Co., Ltd.	\$19	20,000	\$50	all	36	Mar. 27 1/2	Nov. 29	29	\$3 for year ending 30/6/14
Hongkong, C. & M.S.S. Co., Ltd.	\$21	30,000	\$15	all	29 1/2	Jan. 22	Dec. 21	19	Final of 40 cts. making 90 cts for year ending 31/12/14
Indo-China Steam Navigation Co., Ltd.	\$66	60,000	\$25	all	79	Jan. 50	Sept. 66	66	Final of 3% making 6% on preferred shares & 5% on deferred shares for year 1913
Shell Transport & Trading Co., Ltd.	\$30/-	3,797,610	\$1	all	106 1/2	Feb. 70/-	Sept. 80/-	80/-	Interim of 1/- a/c 1915 C.No. 38
Star Ferry Company, Ltd.	\$37	40,000	\$10	all	49	Mar. 40	Nov. 37	37	\$1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Refineries.									
China Sugar Refining Co., Ltd.	\$105	20,000	\$100	all	96 1/2	Feb. 70	Nov. 105	93	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	\$16	7,000	\$100	all	31	Jan. 17	Dec. 16	14 1/2	\$3 for 1897
Mining.									
Kailan Mining Admin'tion.	32/-	1,000,000	£1	all	41/-	Feb. 33/6	Dec. 32/-	32/-	Final of 5% Coupon No. 4 making 10% for year ending 30/6/14
Ramb Australian Gold Mining Co., Ltd.	\$3.10	200,000	£1	all	3.10	Jan. 1.90	Nov. 3.10	3	1/2 for 1909
Tromoh Mines Ltd.	\$5/6	160,000	£1	all	39/-	Feb. 19/6	Nov. 28/6	25/6	1/- mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.									
Hongkong & W.P. & C. Co., Ltd.	\$68	60,000	\$50	all	89	Jan. 73	Nov. 69	57 1/2	\$3.50 for year 1913
H'kong & W.P. & C. Co., Ltd.	\$57	50,000	\$50	all	77	Jan. 53	Oct. 57 1/2	57 1/2	\$3 dividend for year 1913
Shanghai Dock & Eng. Co., Ltd.	\$1	55,700	£100	all	60	July 50	Dec. 51	51	Tls. 5 for 1913
Shanghai & H'kong W. Co., Ltd.	\$91	60,000	£100	all	109	Jan. 82 1/2	Dec. 91	91	Interim of Tls 3 for 1913
Lands, Hotels and Buildings.									
Anglo French Land Co., Ltd.	\$124	25,000	£100	all	128	July 120	Dec. 124	124	Tls. 6 on 29.2.10
H'kong Hotel Co., Ltd.	\$124	12,000	\$50	25	128	July 120	Dec. 124	124	\$3.50 for half year ending 30/6/14
H'kong Land Investment Co., Ltd.	\$116	50,000	\$100	all	117 1/2	July 98	Nov. 110	110	\$3 for year ending 31/12/14
H'phreys Estate & F. Co., Ltd.	\$7 1/2	100,000	\$10	all	9 1/2	Jan. 7	Nov. 7 1/2	7 1/2	50 cents for 1913
K'loon Land & Building Co., Ltd.	\$41	50,000	\$50	30	45 1/2	Jan. 44	Feb. 44	41	\$3 for 1914
Shanghai Lands	\$101	78,000	\$50	all	98	Dec. 89	Oct. 101	101	Interim of 5 p.c. for year end'g 30/6/13
West Point Building Co., Ltd.	\$63 1/2	12,500	\$50	all	73	June '66	Feb. 68 1/2	68 1/2	\$2.25 for half year ending 31.12.14
H'kong Central Estates	\$95	10,000	\$100	all	—	—	95	95	\$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewe Cotton S. & W. Co., Ltd.	\$131	20,000	£50	all	138	July 125	May 131	130	Tls. 12 for year ending 31/10/14
Hongkong Cotton Co.	\$6.10	125,000	\$10	all	8 1/2	Mar. 7	June 6.10	6	50 cents 31/7/08
Hongkong Yik	\$11 1/2	75,000	£10	all	14 1/2	Jan. 11	Mar. 11 1/2	11 1/2	Tls. 1.20 for year ending 30/11/14
Laos Kung Mow	\$72	8,000	£100	all	110	Feb. 70	May 75	72	Tls. 12 for 1913
Shanghai Cottons	\$84	40,000	£50	all	135	Feb. 70	Nov. 84	84	Tls. 10 for year ending 30/6/13
Miscellaneous.									
China Borneo Company, Ltd.	\$11	50,000	\$10	all	12	May 10	Dec. 11	11	\$1.20 for 1913
China Light & Power Co., Ltd.	\$4	50,000	\$5	all	4.90	July 4	April 4	4	6% for year ending 28.2.06
Do. (Spec. shares)	\$4	50,000	\$1	all	—	—	—	—	79 cts. for 1913.
China Prov't. L. & M. Co., Ltd.	7.95	200,000	\$10	all	9	Jan. 7	Nov. 7.95	7.95	\$1.50 for year ending 31/7/14
Dairy Farm Company, Ltd.	\$35	40,000	£7 1/2	all	39	June 35	Aug. 35	35	40 cts. for 1911.
Green Island Cement Co., Ltd.	\$4 1/2	400,000	\$10	all	6.50	Jan. 5	Dec. 5 1/2	5 1/2	\$1.80 per share for 1913
Hongkong Electric Co., Ltd.	\$40	90,000	\$10	all	49	Jan. 36	Nov. 40	37	Interim of \$2 1/2 a/c 1914
Hongkong Ice Company, Ltd.	\$190	5,000	\$25	all	217 1/2	July 174	Dec. 190	190	\$2 for 1913
Hongkong Rope Mfg. Co., Ltd.	\$25	60,000	\$10	all	25	June 22	Apr. 25	25	Final div. of 6d. making 7 1/2 p.c. share for 1913
Hongkong Tramway Co., Ltd.	\$10	325,000	5/-	all	13/-	July 7/-	Feb. 5 1/4	5.10	Interim of T. 1 making T. 2 a/c 1913
Langkats	\$140	250,000	£10	all	64 1/2	Mar. 28	Dec. 48	48	80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30/4/14
Peak Tramway Co., Ltd. (Old)	\$10	25,000	\$10	all	10 1/2	Jan. 9 1/2	June 10	10	None
Do (New)	\$1	50,000	\$10	all	93 cts.	Jan. 75 cts.	Dec. \$1	\$1	\$1.50 for 1910.
Philippines Ld.	\$5	75,000	\$10	all	—	—	5	5	None
H. Price & Co., Ltd.	\$6	10	—	all	—	—	6	6	None
Societates Pulpes et Papiereries du Tonkin	\$20	13,200	\$50	all	—	—	20	20	None
Steam Laundry Co., Ltd.	\$4	20,000	\$5	all	5.00	June 4	Nov. 4	4	35 cts. for year ending 31/5/14
Union Water-boat Co., Ltd.	\$17	50,000	\$10	all	22 1/2	Feb. 17	Jan. 17	17	\$1.90 per share for year ending 31/12/14
Watson and Co., Ltd.	\$7	90,000	\$10	all	8 1/2	April 6.50	Dec. 7	7	70 cts. for 1913
William Powell, Limited.	\$6 1/2	2,100	\$7	all	9 1/2	Jan. 6 1/2	Dec. 6 1/2	6 1/2	50 cts. on old shares and 25 cts. on new year shares for year ending 30/6/14
S. O. Morning Post	\$29	6,000	\$50	all	30	June 29	Dec. 29	29	\$1. Interim a/c year 31.8.14

WRIGHT & HORNBY,
Share and General Brokers.

6, Des Vœux Road Central Tel. address, Rectitude.

CORRECTED TO NOON FEB. 13, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs. Wright and Hornby, in their share report dated February 13, state:—
The tone of the market generally has been easier during the week, due no doubt to the approaching China New Year settlement.
Bar Silver is quoted at 22 5/8 per oz. ready.
Exchange on London opened to-day at 1/9 T.T.
Banks.—Hongkong and Shanghai Banks have changed hands at various rates from \$825 down to \$800, closing steady at the latter.
Marine Insurances.—Cantons have advanced to \$347 1/2 buyers. North Chinas are unchanged at Tls. 160 buyers. Unions are quoted \$820 buyers. Yangtzes are wanted at \$215, ex. 73.
Fire Insurances.—China Fires are on offer at \$150. Hongkong Fires have buyers at \$395.
Shipping.—There are buyers of China and Manilas at \$6. Douglasses are offering at \$20. Hongkong, Canton and Macao Steamboats are enquired for at \$20, ex. the dividend of 40 cents, after sales at \$10 1/2 cum div. Indo-Chinas have sellers at \$66 and probable buyers at \$64. Star Ferries are unchanged at \$37 sellers. Shell Transports have been done at 80/-, closing steady.
Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are on offer at \$67. Kowloon Wharves can be obtained at \$69. Shanghai Docks are wanted at Tls. 51 and Hongkew Wharves at Tls. 91.
Refineries.—China Sugars changed hands at various rates from \$93 to \$105 cash, closing firm with buyers at \$105 cash and equivalent rates forward. Leasons are in strong demand at \$16.

Land, Hotels and Buildings.

Central Estates are firm at \$95 buyers, ex. dividend. Hongkong Hotels are wanted at \$124. Hongkong Lands have sellers at \$110 after small sales. Humphreys' Estates, after sales at \$7 1/4 and \$7 1/5, have further sellers at \$7 1/5. Kowloon Lands are steady at \$41, ex. the dividend of \$3 paid this week. West Pointe are unchanged at \$68 1/2. Shanghai Lands are wanted at Tls. 101.

Mining.—Rauha have again advanced and are now watch at \$3.20 after sales at \$3 and \$3.10. Kailans are offering at 39/-, Tronohs are unchanged and without business at 25/8 sellers. Langats have been done at Tls. 40, closing steady.

Cotton Mills.—Hongkong Cottons are in demand at \$6.10. Ewps are steady at Tls. 131. Kang Yiks have buyers at Tls. 11 1/2. Laos Kung Mow are wanted at Tls. 72. Shanghai Cottons are steady at Tls. 84, after sales. Internationals have buyers at Tls. 72 and Sooy Chees at Tls. 38 1/2.

Miscellaneous.—There have been sales of China Borneos at \$11, China Providents at \$7.95 and \$7.90, Hongkong Electrics at \$40, Low Level Trams at \$5.20 and \$5.10, and Peak Trams (new) at \$1. There are buyers of China Borneos at \$10 1/2. Electrics at \$40, Hongkong Ice at \$190, Ropes at \$25 and Low Level Trams at \$5. There are sellers of China Light and Powers at \$4, China Providents at \$7.90, Dairy Farms at \$35, Green Island Cements at \$5 1/2, Steam Landries at \$4, Peak Trams (old) at \$10 1/2, Union Waterboats at \$17 ex dividend of \$1. A. S. Watsons at \$7, and Wm. Powells at \$6 1/2.

NOTICES

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.		SUNDAYS.	
7.00 AM to 7.15 AM	7.15 AM to 7.30 AM	7.45 AM to 8.00 AM	8.00 AM to 8.15 AM
7.30 AM to 7.45 AM	7.45 AM to 8.00 AM	8.15 AM to 8.30 AM	8.30 AM to 8.45 AM
7.45 AM to 8.00 AM	8.00 AM to 8.15 AM	8.45 AM to 9.00 AM	9.00 AM to 9.15 AM
8.00 AM to 8.15 AM	8.15 AM to 8.30 AM	9.15 AM to 9.30 AM	9.30 AM to 9.45 AM
8.15 AM to 8.30 AM	8.30 AM to 8.45 AM	9.45 AM to 10.00 AM	10.00 AM to 10.15 AM
8.30 AM to 8.45 AM	8.45 AM to 9.00 AM	10.15 AM to 10.30 AM	10.30 AM to 10.45 AM
8.45 AM to 9.00 AM	9.00 AM to 9.15 AM	10.45 AM to 11.00 AM	11.00 AM to 11.15 AM
9.00 AM to 9.15 AM	9.15 AM to 9.30 AM	11.15 AM to 11.30 AM	11.30 AM to 11.45 AM
9.15 AM to 9.30 AM	9.30 AM to 9.45 AM	11.45 AM to 12.00 PM	12.00 PM to 12.15 PM
9.30 AM to 9.45 AM	9.45 AM to 10.00 AM	12.15 PM to 12.30 PM	12.30 PM to 12.45 PM
9.45 AM to 10.00 AM	10.00 AM to 10.15 AM	12.45 PM to 1.00 PM	1.00 PM to 1.15 PM
10.00 AM to 10.15 AM	10.15 AM to 10.30 AM	1.15 PM to 1.30 PM	1.30 PM to 1.45 PM
10.15 AM to 10.30 AM	10.30 AM to 10.45 AM	1.45 PM to 2.00 PM	2.00 PM to 2.15 PM
10.30 AM to 10.45 AM	10.45 AM to 11.00 AM	2.15 PM to 2.30 PM	2.30 PM to 2.45 PM
10.45 AM to 11.00 AM	11.00 AM to 11.15 AM	2.45 PM to 3.00 PM	3.00 PM to 3.15 PM
11.00 AM to 11.15 AM	11.15 AM to 11.30 AM	3.15 PM to 3.30 PM	3.30 PM to 3.45 PM
11.15 AM to 11.30 AM	11.30 AM to 11.45 AM	3.45 PM to 4.00 PM	4.00 PM to 4.15 PM
11.30 AM to 11.45 AM	11.45 AM to 12.00 PM	4.15 PM to 4.30 PM	4.30 PM to 4.45 PM
11.45 AM to 12.00 PM	12.00 PM to 12.15 PM	4.45 PM to 5.00 PM	5.00 PM to 5.15 PM
12.00 PM to 12.15 PM	12.15 PM to 12.30 PM	5.15 PM to 5.30 PM	5.30 PM to 5.45 PM
12.15 PM to 12.30 PM	12.30 PM to 12.45 PM	5.45 PM to 6.00 PM	6.00 PM to 6.15 PM
12.30 PM to 12.45 PM	12.45 PM to 1.00 PM	6.15 PM to 6.30 PM	6.30 PM to 6.45 PM
12.45 PM to 1.00 PM	1.00 PM to 1.15 PM	6.45 PM to 7.00 PM	7.00 PM to 7.15 PM
1.00 PM to 1.15 PM	1.15 PM to 1.30 PM	7.15 PM to 7.30 PM	7.30 PM to 7.45 PM
1.15 PM to 1.30 PM	1.30 PM to 1.45 PM	7.45 PM to 8.00 PM	8.00 PM to 8.15 PM
1.30 PM to 1.45 PM	1.45 PM to 2.00 PM	8.15 PM to 8.30 PM	8.30 PM to 8.45 PM
1.45 PM to 2.00 PM	2.00 PM to 2.15 PM	8.45 PM to 9.00 PM	9.00 PM to 9.15 PM
2.00 PM to 2.15 PM	2.15 PM to 2.30 PM	9.15 PM to 9.30 PM	9.30 PM to 9.45 PM
2.15 PM to 2.30 PM	2.30 PM to 2.45 PM	9.45 PM to 10.00 PM	10.00 PM to 10.15 PM
2.30 PM to 2.45 PM	2.45 PM to 3.00 PM	10.15 PM to 10.30 PM	10.30 PM to 10.45 PM
2.45 PM to 3.00 PM	3.00 PM to 3.15 PM	10.45 PM to 11.00 PM	11.00 PM to 11.15 PM
3.00 PM to 3.15 PM	3.15 PM to 3.30 PM	11.15 PM to 11.30 PM	11.30 PM to 11.45 PM
3.15 PM to 3.30 PM	3.30 PM to 3.45 PM	11.45 PM to 12.00 PM	12.00 PM to 12.15 PM
3.30 PM to 3.45 PM	3.45 PM to 4.00 PM	12.15 PM to 12.30 PM	12.30 PM to 12.45 PM
3.45 PM to 4.00 PM	4.00 PM to 4.15 PM	12.45 PM to 1.00 AM	1.00 AM to 1.15 AM
4.00 PM to 4.15 PM	4.15 PM to 4.30 PM	1.15 AM to 1.30 AM	1.30 AM to 1.45 AM
4.15 PM to 4.30 PM	4.30 PM to 4.45 PM	1.45 AM to 2.00 AM	2.00 AM to 2.15 AM
4.30 PM to 4.45 PM	4.45 PM to 5.00 PM	2.15 AM to 2.30 AM	2.30 AM to 2.45 AM
4.45 PM to 5.00 PM	5.00 PM to 5.15 PM	2.45 AM to 3.00 AM	3.00 AM to 3.15 AM
5.00 PM to 5.15 PM	5.15 PM to 5.30 PM	3.15 AM to 3.30 AM	3.30 AM to 3.45 AM
5.15 PM to 5.30 PM	5.30 PM to 5.45 PM	3.45 AM to 4.00 AM	4.00 AM to 4.15 AM
5.30 PM to 5.45 PM	5.45 PM to 6.00 PM	4.15 AM to 4.30 AM	4.30 AM to 4.45 AM
5.45 PM to 6.00 PM	6.00 PM to 6.15 PM	4.45 AM to 5.00 AM	5.00 AM to 5.15 AM
6.00 PM to 6.15 PM	6.15 PM to 6.30 PM	5.15 AM to 5.30 AM	5.30 AM to 5

